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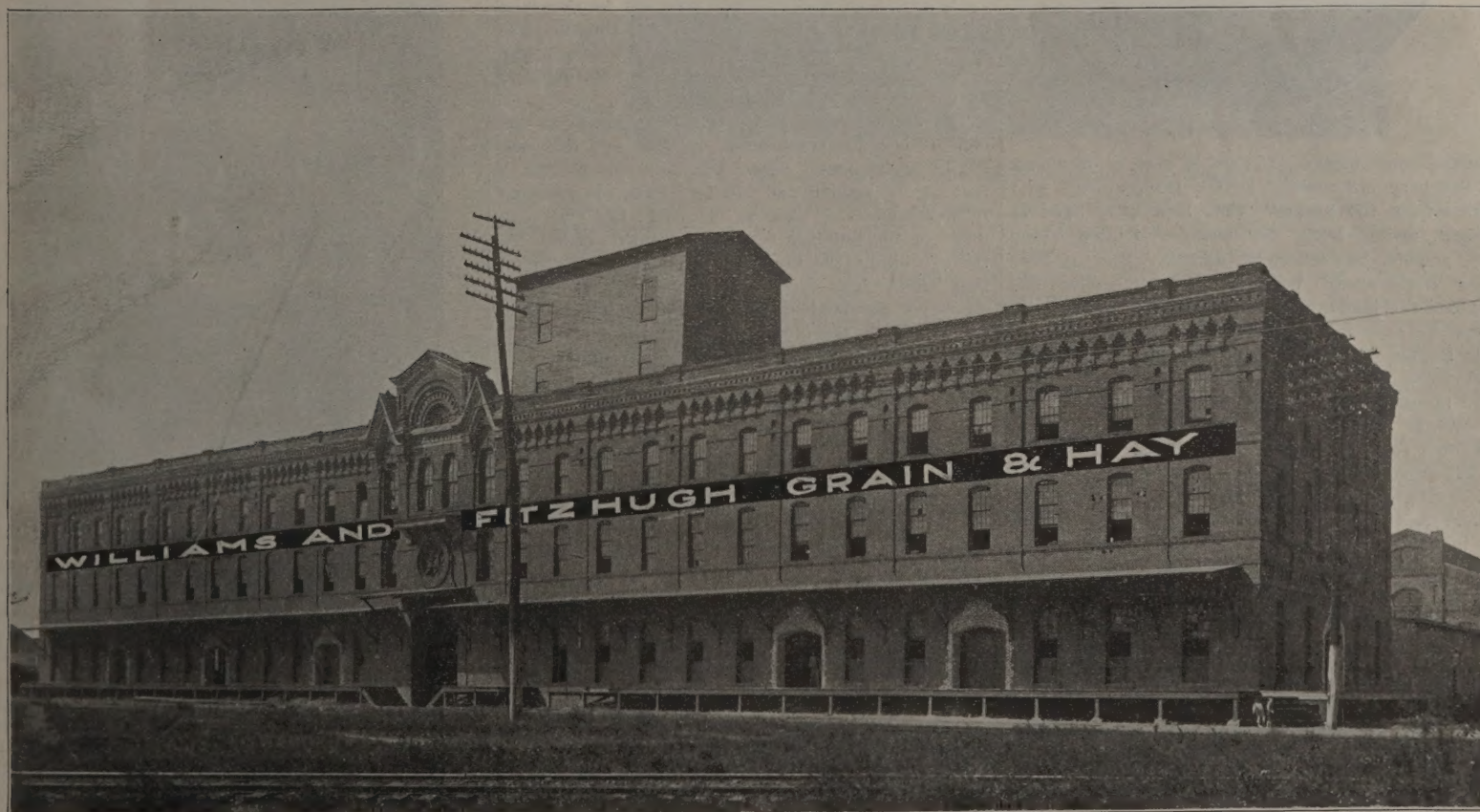
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WILLIAMS & FITZ-HUGH OF MEMPHIS.

Memphis as a gateway to the Southeast will certainly assume a greater importance year by year as the new southwestern territories develop their agricultural resources. And as in these days in

pearance of the conventional western grain elevator. It suggests rather the typical English or Continental mill "silo." It is the real thing, for all that; but, having been built originally for a cotton gin manufactory, it would not be picked out at first flush by an Iowa man for a grain "elevator."

of the business of the P. P. Williams Grain Company, and W. H. Fitz-Hugh. Mr. Fitz-Hugh is a partner of Mr. Williams at Vicksburg, also, where they conduct a large wholesale grocery and grain business as the P. P. Williams Company. Mr. Williams is a member also of the Nall & Williams Tobacco Company, manufacturers of plug tobacco at



ELEVATOR PREMISES OF WILLIAMS & FITZ-HUGH AT MEMPHIS, TENNESSEE.

the United States all such development goes on with feverish haste, the production of grain in the new territories will increase by leaps and bounds. The trade of that new country already forms a large part of the Memphis trade; and combined with the business from other quarters, it fully warrants the expansion of the grain-handling facilities of Memphis, in view of the city's rapid increase of business in the past very few years.

The elevator of Williams & Fitz-Hugh, a picture of which appears herewith, has little of the ap-

The building is 300x75 feet on the ground and three stories high; and its thirty-five bins will hold about 100,000 bushels. In addition to this it has warehouse room for a total of 500 to 550 cars of grain. Its handling and cleaning machinery is all of the latest models and operated by electricity. Railroad tracks run into the building at right angles, as well as parallel to it, giving it direct connections with nine different lines of railway.

The firm of Williams & Fitz-Hugh is composed of P. P. Williams, well known in St. Louis as head

Louisville. Mr. Williams is by birth a Mississippian, while Mr. Fitz-Hugh was born in Virginia.

The managing partner at Memphis is Chas. D. Jones, a Mississippian, who went to St. Louis as a boy of seventeen with Mr. Williams. He lived in St. Louis until about three and a half years ago, being actively engaged in the grain business with Mr. Williams during all those years, both practically and as an operator on the floor of the Merchants' Exchange. His removal to Memphis was for the purpose of managing the grain business of

Shanks, Phillips & Co., with whom he was connected until September 1, last. At that date he became junior partner and local manager of the firm of Williams & Fitz-Hugh.

Mr. Jones is young, being only twenty-nine years of age; has a pleasing personality; and the grain men who met him at Des Moines confess that he is a hustler in business as well as an all-around capital good fellow.

MINNEAPOLIS INSPECTION.

Certain interests at Minneapolis, in view of light October wheat receipts, made an attack during the latter part of the month on the wheat inspection at that market, which was alleged to be so rigid as to drive wheat away from Minneapolis to Mil-



CHARLES D. JONES.

waukee and Chicago. "There is a class of wheat in Southern Minnesota," says a complainant, who summarizes the matter, "that is a little light in weight, owing to the dry weather, testing 56½@ 56¾ pounds, but otherwise as fine wheat as ever grew in the state. We know that our millers are anxious for just this class of wheat, but our state inspector says we must not use any judgment in this matter, but must adhere strictly to the rules and 'keep up the Minnesota standard of grade.' And because this wheat lacks from ¼ to ½ pound in weight, although in every other respect it is qualified for No. 1, it is driven from our market to Milwaukee and Chicago, where it inspects No. 1 without question. There is still another class of wheat in the southern territory which tests from 55 to 55½ pounds, and is splendid milling wheat, but 'it does not contain quite large enough a percentage of hard, flinty wheat to be carried in No. 2.' This, too, is dumped into No. 3 along with other much poorer wheat, and, like No. 1, it is driven to eastern markets, where it grades No. 2, and our millers are deprived of some of the very best milling wheat in the state. The terminal elevator men, who want to fill up their elevators with just this class of wheat and expect to load it out for No. 1 in the spring, do not complain, and just so long as the millers can buy this wheat for No. 2 and No. 3 they are going to do it. It may be all right to sustain Minnesota's high standard of grades, but other states are willing to take our good wheat away from us at better grades and leave us our high standard and a very small amount of choice wheat and a large amount of the poorer class of wheat."

There does not seem to be any material falling off of receipts that can be traced to this cause, and the trade generally in Minneapolis appear to be finding no fault with the inspection, which would seem to follow the rules quite fairly.

The country press has, however, taken up the

subject under the leadership of the Aberdeen (S. D.) News, and the outcry, which two years ago forced the creation of the joint appeals board, may be expected to be repeated to a degree. This kind of discontent will probably be the net product of this particular "roar" from Minneapolis "kick-ers."

ELEVATOR IMPROVEMENTS AT JERSEY CITY.

The Pennsylvania Railroad Company is making improvements in its elevator at the foot of Third street in Jersey City that will double its capacity for handling grain. The handling capacity heretofore has been 100,000 bushels a day; the present improvements will double this capacity. It will then be possible to load a ship and yet use all the twenty-four legs for hoisting grain from cars. To accomplish this two large conveyor belts are installed. Grain will be taken from a bin containing a known quantity and will be put on board a steamer by conveyor belt without reweighing, says the Railway and Engineering Review. When the exact amount required cannot be had from one or several bins, a leg of the elevator will have to be brought into requisition and the wheat weighed in the same manner as when received. To now weigh wheat from a bin it is first run into the pit, hoisted to the hoppers, weighed and then sent to the belt gallery. This will be avoided as far as possible in the new elevator. The weighing facilities also are being greatly increased. Each weighing machine will be equipped with a single hopper with a capacity of 1,600 bushels, sufficient to take the contents of the largest car without refilling.

THE NEW DAKOTA ELEVATOR.

The new Dakota Elevator at Buffalo, is rapidly approaching completion, but may not handle lake grain until next season. The old Dakota was burned in 1900, but the new house occupies a site a few hundred feet to the west of the old one and on the other side of Hatch Slip.

The new elevator is radically different from the old. It is being constructed of steel, and its peculiarity is its small bins. The building is 276x70 feet on the ground and 170 feet high. It rests on piles driven forty feet to the rock; the steel columns of the building resting on cement piers. To these columns the bin walls are firmly riveted on four sides. The bins are circular and the interstices are occupied by smaller bins which, in turn, are riveted to the larger bins, forming a cluster of bins a solid body. The bins which compose the main series have a capacity of 15,000 bushels each. Those which fill the spaces between the large bins will hold some 6,000 bushels, and smaller ones on the outside of the clusters, filling the triangular spaces between the large bins, will hold between 2,500 and 3,000 bushels. There are 64 large bins, 45 of the medium size and 36 of the smaller ones, giving an aggregate capacity of somewhere in the neighborhood of 1,250,000 bushels. With the capacity so distributed there will be the minimum of room lost in storing or caring for small consignments, a class of business the Dakota has been specially designed to cater to.

The bins are all hopper-bottomed, the bottoms being, however, 27 feet above the steel and cement floor. The elevator is thus divided into four sections for elevating purposes. The grain will be first brought into the bins from the vessel by means of the usual marine leg. The leg is mounted rigidly on a traveling elevator tower which will move from hatch to hatch and unload the boat without the latter having to throw off a shore line. Once in the bins, when it shall be desired to transfer the consignment, the grain will be run into a boot by gravity, elevated to the upper story, run by gravitation into a receiver bin for weighing and thence carried also by gravitation to the bin from which it will be drawn by a spout to the car or other conveyance below. The grain will be handled only once, therefore, and this achievement is considered to be a triumph in economical elevating.

The exterior of the building will be covered with

"buckle plates," the new Dakota being the first building in Buffalo to be so protected. These plates are said to be impervious to the effects of either heat or cold, inasmuch as all the expansion and contraction is taken out of them by a radical process of shaping and stretching.

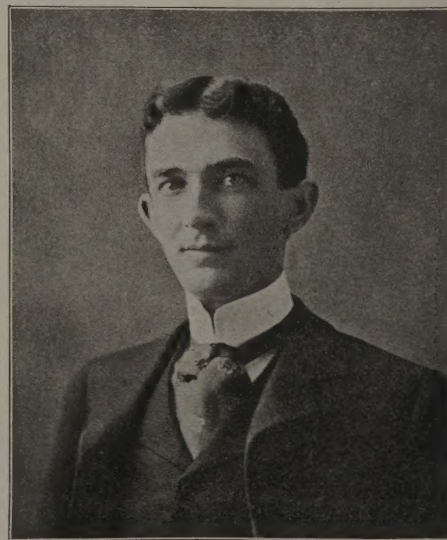
The motive power will be electricity, separate motors to be provided for each leg; and the building has been so planned that the four sections into which it is divided will be interworkable. That is, if one, two or three motors should become disabled temporarily, the fourth will be able to take care of the rest of the building. The two towers will be operated by motors installed on them.

ROBERT L. MCKELLAR.

Robert L. McKellar, "the man from Memphis," who, with his colleague, Charles D. Jones of the grain firm of Williams & Fitz-Hugh, of that city, took the National Association at Des Moines by storm and carried it off bodily, so to speak, to Memphis for next year's meeting, is not a grain dealer, although, as assistant general freight agent of the Southern Railway Company, he is "next to one." He knows all about the "tribe of Abou," because he is one of them, and among good fellows he proved himself facile princeps; and, of course, was irresistible.

Mr. McKellar is a native of Richmond, Ala., but began his career as a clerk in the local freight office of the historic Memphis & Charleston Railroad at Chattanooga, Tenn. In May, 1885, he was sent to Memphis, where by regular promotions he has been advanced, on the way to the top rung, to his present position with the Southern Railway Company.

As a railway man he has been signally successful. As a citizen of Memphis he is distinguished



ROBERT L. MCKELLAR.

by his energetic activity and that conservative aggressiveness which counts so fast in the upbuilding of business communities. In all public enterprises he is a conspicuous actor; and his ability as organizer and executive has been formally recognized in his election to be president of the Memphis Merchants' Exchange, the most representative business organization of the city. As presiding officer of that body he is distinguished alike by the fact that he is the youngest man and the only railroad man who ever presided over the Exchange and by the high standard of his administration. He is also a director of the Memphis Cotton Exchange, and of the Industrial League; while socially he is one of the most popular men in Memphis.

About forty grain dealers operating on the Iowa Central Railroad in Iowa held an executive meeting at Peoria on October 16.

Two samples of new crop North Dakota corn arrived at Duluth on October 11. It was fully matured, and good enough to call forth the opinion that that state would be shipping corn from next year's crop.

THE HARTLEY GRAIN CO.'S NEW ELEVATOR AT GOODLAND.

All Goodland, Ind., was en fete on October 21 last, the opening day of the new elevator of the Hartley Grain Company. Goodland's citizens had decked themselves in gay attire for the event, the Goodland Cornet Band discoursed sweet music, and the crowd, which numbered at least 2,500 people, took possession of the town and of the elevator and made the day one that in Goodland will long be remembered.

The new elevator, which is a transfer house as well as a station elevator, is one of the four or five largest elevators in the state of Indiana. The size is 80x84 feet by 86 feet in height, giving a capacity of 300,000 bushels. The foundation is of stone and cement laid on a concrete foundation floor.

The working basement is 20x80 feet in size. It contains the conveyors from the local dumps and car sink to the five elevators, which may be worked jointly or separately. There are sixteen working bins of capacities varying from 10,000 to 15,000 bushels each, and twelve storage bins of a capacity of 18,000 bushels each. There are four Sims Wagon Dumps.

The working floor is 36x80 feet. It contains one largest size Eureka Clipper, a Monitor Corn and Oats Separator and Marseilles Sheller and Cleaner combined. These machines are all of the largest sizes made and are equipped with galvanized dust spouts from the machines to the engine room.

There are also in use one Fairbanks Scale of 60,000 pounds' capacity and one Monarch Scale of the same capacity. There are five stands of elevator legs with a combined capacity of 75,000 bushels daily. Grain is conveyed to and from the storage bins by a B. S. Constant Chain Conveyor, two drags below and one above. Another conveyor runs from and to all the elevator legs and hoppers and scales.

There is also a Standard Car Puller and double steam shovel for hauling unloaded cars. A sink is built beneath the car track into which grain is unloaded from cars. The elevator track is double, so that cars can be unloaded and loaded simultaneously, there being four loading spouts. The conveying machinery was furnished by the Weller Manufacturing Company, Chicago, and the belting by the Central Rubber & Supply Company of Indianapolis.

The engine house is of brick and adjoins the elevator. The engine and boiler rooms are sep-



THE PRIZE-WINNING LOAD OF EAR CORN.

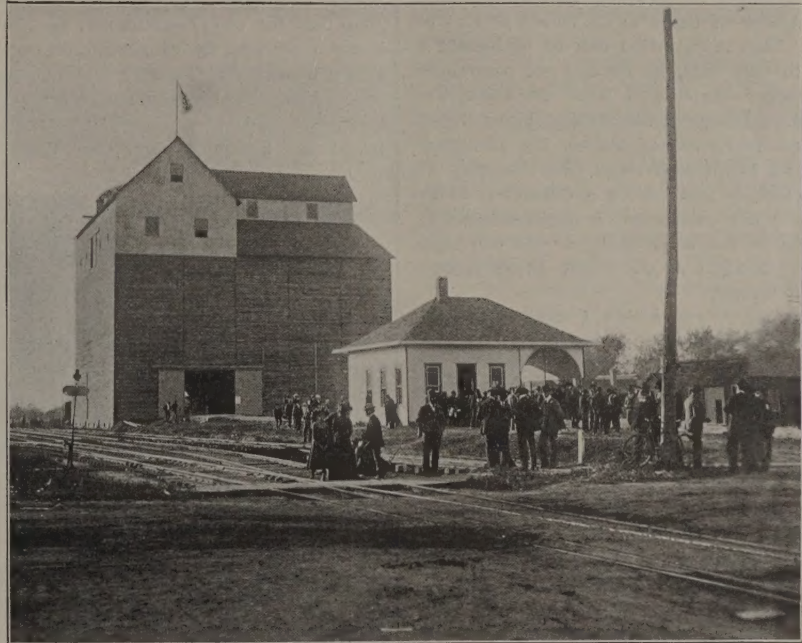
arated by a brick fire wall. The engine and boiler were furnished by the Atlas Engine Works of Indianapolis and consist of twin boilers of 100 horsepower each and a 200-horsepower Atlas Engine. There is also an Atlas Feed Pump and other furniture of a modern boiler room. The smokestack is of No. 10 boiler iron, 40 inches in diameter and 88 feet high. The power is everywhere transferred by rope transmission.

The office building is detached and is a very handsome structure both inside and out. It is divided into various rooms, including a private office for A. E. Hartley, scale room and reception room for visitors and customers, with coat room, etc. The furniture is handsome, and altogether the office is exceptionally light, airy and attractive.

Ever since Goodland has been a town of any moment, the name of Hartley has been connected

with its grain business. The Hartley business was established by C. W. Hartley, whose reputation as a fair-minded and honest buyer, as a generous friend and liberal citizen and business man, is one any man might well envy. The present house, which represents the development of Mr. Hartley's business, was erected by the Hartley Grain Company, composed of the Hartley brothers and W. J. Stewart. It was built by E. L. Danner, a Kokomo contractor, from plans by the owners, and cost \$26,000.

To the opening day a liberal previous advertisement had directed attention; and, as stated, when the day came the whole town was in a festal mood, which was by no means dampened by superb weather. Prizes had been offered by the Hartley Grain Company for the largest loads of grain to be hauled to the elevator; and as early as 2:40 a. m.



ELEVATOR OF THE HARTLEY GRAIN COMPANY AT GOODLAND, IND.

the wagons began to arrive from the country, and they continued to come in until nearly 5 o'clock p. m., when the largest load entered the town which was ever brought to market in that vicinity. It was a load of 408.24 bushels of oats on one wagon drawn by a single team of two horses and brought \$155 to the farmer who hauled it.

The other prizes were awarded as follows: For largest load of ear corn, 84.10 bushels, won by John Darby, prize \$10; largest load of oats, won by Schlatter & Wood, prize \$10; largest number of bushels of oats hauled during the day, 1,260.30 bushels, won by A. J. Ross, prize \$10; largest number of bushels of corn, 140 bushels, won by Henry Ploutz, prize \$10; longest haul, 70 bushels, 20 miles, won by Charles Peck, prize \$15; second longest haul, 62.06 bushels, 15 1/4 miles, won by Art Vincent, prize \$10; longest haul old corn, 58.80 bushels, won by Ed Lange, prize \$5.

Four young ladies of the town also took part in the competition for a prize by bringing a small child's wagon filled with corn, for which they were paid at the rate of 85 cents a bushel.

Nearly all the leading grain dealers of the surrounding country were represented, together with several commission firms from Chicago, among the latter being the whilom "Corn King," George H. Phillips, now a hard-working commission man, who received an ovation from the farmers. "Commodore" Dewey also was present to "load" the wagons and see that the elevators "discharged" properly. An elaborate luncheon was served, and altogether it is the opinion that Goodland will not see another such day—at least until its next Fourth of July celebration.

Grain thieves have become such a nuisance in the railroad yards at Pekin, Ill., that the local police, freight agents and Board of Trade have united to devise measures to stop it.

THE GRAIN DEALERS' ASSOCIATION BENEFICIAL TO THE PRODUCER.

[From a paper by C. B. Jenkins of Marion, Ohio, read at the fall meeting of the Ohio Grain Dealers' Association, at Columbus, on October 24, 1901.]

The organization of grain dealers has become a necessity, not that we may see how low we can buy the farmers' products, but how small the margin can be made and secure to our friends a safe market in which to deal. The scoop-shovel and unreliable dealer, imitating the barn swallow, comes with the season best suited for his habitation. His seasons are those when nature is at her best and when the canopy of heaven furnishes him an office lighted and warmed by Old Sol. The regular dealer, the association man, invests from \$5,000 up to al-

most any amount you care to name in buildings, machinery and cash capital with which to do business. Being permanently located, he cannot escape taxation, office heat and light and other things too numerous to mention. He is the man, when the farmer has only ten bushels of grain to sell, who furnishes him a ready market, and from whom, when he has from one to a thousand bushels he can get the contract price regardless of the condition of the market. The association man has acquired that great principle of "whatsoever ye would that men should do unto you, do ye even so to them;" and in the fulfilment of this principle he many times assists the farmer by a loan of seed or the advancement of money on a crop not yet matured. In fact, I have known where advances have been made on a crop before the seed was planted. Need I ask this body of gentlemen whether this party referred to belongs to the class of dealers we refer to as regular, or as the roustabout, or, as Brother McCord put it, the "Jack-of-all-trades."

Gentlemen, I am a full-fledged believer in an association of this nature, and I am not afraid to talk it to my farmer friends; for if every regular dealer will adopt for his motto the Golden Rule and then live it seven days in the week instead of one, he does not need any better credentials to do business on. For the farmer is a very close observer, and he will very soon learn that your place is a good place to trade at. I have found in my experience that it is not very hard to convince a reasonable man against the scoop-shovel buyers and the unreasonable one is a good fellow to turn loose on him, for you know that they are two of one kind. We should, therefore, meet as dealers; take up and discuss the problems pertaining to the movements of crops that are not uniform throughout the bounds of the Association, and not only discuss but adopt uniform measures; for it is the lack of har-

mony among dealers that is everlastingly causing our farmers to feel that this or that dealer is unjust. I, therefore, revert to my subject, "The grain dealers' association as beneficial to the producer," and declare that if the Association will discuss these problems and adopt the best methods for reaching uniformity, and then act upon the adoption, so that our labors in these conventions are not a myth but a reality, we will be in the happy condition of doing business with pleasure—when we shall cease to hear the old story, "My neighbor sold his corn at 68 pounds to the bushel and you took 70 from me."

Another feature I believe would be beneficial to both dealers and farmers, and that is that we would cease looking at our competitor as though he were a great monster with a ravenous appetite ready to devour us at sight; and, further, that we do not always take every little complaint against our neighbor as seriously and sympathetically as the bearer of these kicks wants you to receive them. This Association can be of benefit to the farmer in this case, if we can get acquainted with our brother dealer and learn to know that he is a man, has tasted of the milk of human kindness, and has heard tell of Moses, the law-giver. By quietly and in an inoffending way meeting his complaint, which is more often a difference in the knowledge of what constitutes a merchantable article than that he has been "robbed," we can show him that the "Knight of the Little Brass Kettle" does no man wrong.

In the way of a suggestion I would like this Association to urge upon its members, for their protection only, to invest in a few standard test weights; by a daily application of this medicine you can prevent a great many complaints about weights. This suggestion only applies, of course, to new members, as it is generally supposed that old Association members are loaded down with test weights.

If every dealer in Ohio was a member of this Association, it would go a long way toward removing a great many difficulties in the pathway of the farmer and dealer; and I, therefore, urge every dealer present, who is not a member, to enroll his own name or the firm which he represents before leaving the meeting.

NO. 2 HARD WHEAT.

The opposition in the New York Produce Exchange to the rule adopted some time ago making No. 2 hard wheat a contract grade has again been defeated, the motion to reconsider having been unavailing.

When No. 2 hard was adopted, the opposition did not yield their objections, but endeavored to show the trade that the grade was not as satisfactory as the other standard contract grades (two). They were able to work up a sentiment sufficient to get a meeting called to reconsider. This meeting was held on October 22. After thorough discussion, it was decided to refer the matter back to the directors with the recommendation that they approve the new grade.

THE BUCKET SHOP AGAIN.

A new attack was made on the perennial bucket shop by the Chicago Board of Trade on October 30, when bills for injunctions were filed at Omaha and Milwaukee, against eight firms using Chicago Board quotations. The firms complained of at Omaha and in Nebraska are the Boyd Commission Company and H. R. Penny & Co. of Omaha, Sewell Sleuman of Hastings and F. H. Pierson of Lincoln; those at Milwaukee are the Cream City Commission Company, Hadden-Rodee Company, F. W. Upham and W. C. Hotchkiss.

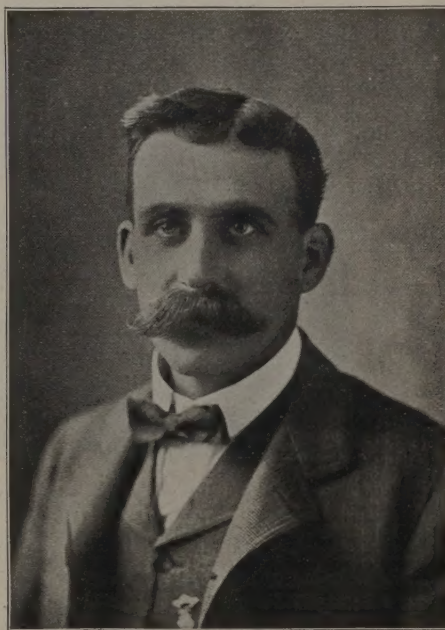
The Omaha defendants, which each have from ten to thirty branches, have all qualified as bucket-shops in the internal revenue office. The Boyd Commission Company is operated by ex-Governor J. E. Boyd, once the head of a regular commission house on the Board of Trade. E. G. Hadden, of the Hadden-Rodee Company, said that his firm is not a bucket-shop, both himself and his partner

being members of the Milwaukee Board of Trade, and that they would fight the case to the end.

At Chicago another attempt has been made to shut up the Central Stock & Grain Exchange, of which Sidman McHie is president; Charles W. Bicknell, secretary; James F. Southard, treasurer, and William A. McHie, manager. The parties were indicted by the last grand jury as a bucket-shop, a business outlawed by the Illinois statutes, while the Exchange has taken out a bucket-shop license under the internal revenue act. The jury in the case returned a verdict based on the finding that the concern is not a bucket-shop.

F. C. BLODGETT.

Emerson Hough, in a readable article in the Century on "The Settlement of the West," reminds us that it was the South and not New England which originally explored and settled the West. And this for obvious reasons; for that settlement being a problem in transportation on nature's highways, it was the Cavalier and not the Roundhead who had access to the headwaters of the Ohio, the Tennessee and the Cumberland rivers, which were the first highways into the West beyond the



FRED C. BLODGETT.

Alleghanies. Nevertheless one is every day, even now, impressed with the multitude of New Englanders who during the last hundred years have felt the force of and succumbed to the attractions of the West.

The parents of Fred C. Blodgett of Minneapolis were natives of Vermont. His father at the opening of the Civil War enlisted first in a Vermont regiment and after that term of enlistment had expired in a Massachusetts regiment. The exigencies of war took him with his family to St. Louis, where F. C. Blodgett was born. After the war had closed, the family made a permanent home at Pelican Rapids, Minn., where the boy received his education. Here, too, he was first employed in an elevator, his employers being O. J. Morrison & Co.

From Pelican Rapids Mr. Blodgett went to Minneapolis, where he obtained a position in C. A. Pillsbury's elevator as assistant weighman. A year later he was made foreman, and three years later superintendent. After the death of C. A. Pillsbury the elevator was purchased by the Brooks-Griffiths Company, one of the leading and most progressive grain handling firms in the Northwest. At this time Mr. Blodgett received several flattering offers to take a position with other firms; but he decided to retain his superintendency of the old house under the new management.

Mr. Blodgett's article in the October number of the "American Elevator and Grain Trade" on "The Causes and Effect of Chokes" has attracted a great deal of attention among elevator men, who recog-

nize the practical character of his observations and proposed remedy; and we are sure all who have been interested in his valuable article will be equally interested now in his portrait—his "counterfeit presentment," which we are privileged to print herewith.

A RAILWAY SAND ELEVATOR.

In order to facilitate the work and lessen the labor expense of filling locomotive sand boxes with dry sand, the Union Pacific Railway has built a sand elevator near the roundhouse at Rawlins, Wyo. It is 22 feet square and consists of two stories. The lower story contains two drying boxes, each with capacity of five tons daily. From the stoves the dry sand is put through a screen. The sifted sand then falls into a large wooden hopper, from which it is elevated through a 2-inch pipe by means of compressed air to a bin in the second story. From this bin, says the Railway and Engineering Review, there is a 2-inch overflow pipe which permits the sand to run back into the hopper after the bin at the top has been filled. From the bin in the top of the building the sand passes out to the locomotives through adjustable spouts, which are conveniently arranged over either of the tracks upon which the locomotives pass to or from the engine house.

PORTABLE GRANARIES.

Arthur Atkinson, a Winnipeg grain dealer, has patented a portable steel granary tank for use on the farm or at the railway siding. The tank is round; and the kind designed for farm use is built to hold about 325 bushels, or the amount of grain in the average group of four wheat stacks. It is made of galvanized steel and is placed on skids. It is, of course, watertight as well as vermin-proof, and is provided with a ventilator. The farm tank is filled with grain from the thrasher and is left in the field. The switch-track tank is made to hold about 1,000 bushels, or a carload. It stands on a foundation 4½ feet high.

The tanks are unloaded by a portable elevator operated by a 3-horsepower gasoline engine; and will handle, it is claimed, from 2,000 to 2,500 bushels per hour. This elevator conveys grain from a wagon box into a tank, or is used to unload the tanks into wagons or cars. There appears to be no other way, in fact, for emptying the farm tanks. The railway tanks might be emptied from the bottom, though the use of the elevator seems to be contemplated in all cases.

TOUGH WHEAT AT PORT ARTHUR, ONT.

J. G. King & Co. of Port Arthur, Ont., have given notice that on and after November 1 the storage charges on smutty wheat, when ordered to be stored uncleaned, and on condemned bin burned wheat, will be one cent for the first fifteen days and one-half cent for each succeeding fifteen days or part thereof. Until further notice the elevator and storage charges on no-grade tough wheat will be the same as on straight wheat.

The capacity of the King Elevator is 1,500,000 bushels. Under the influence of good weather, the receipts of tough wheat declined during October, and dealers who sold tough wheat ahead are having difficulty, the Winnipeg Commercial says, "in filling contracts, and are jokingly talking of sprinkling the grain. The calling off of buyers during the wet weather had a good effect in stopping the thrashing of damp grain."

Mr. J. G. King, after making personal inquiries at Winnipeg as to the amount of grain in the Canada Northwest likely to be sent to Port Arthur for hospitalizing, on October 30 said: "I do not believe that the farmers will be able to get in anywhere near the amount of wheat now in the fields. The wheat will be left all winter, of course, in the fields, but the climate is such that, outside of a slight discoloration, the wheat will be able to stand this freezing. I do not think that more than a third of the crop will be handled this fall."

THE NEW RIALTO ELEVATOR.

The Rialto Elevator Company's steel fireproof elevator at South Chicago, one of the large steel fireproof grain elevators, is now approaching completion. It was built by the Macdonald Engineering Company, and the illustration herewith shows the process of construction.

The view taken gives a good idea of the Macdonald patent arrangement of circular bin construction, which the contractors are now using extensively in all their elevator work. In this case the bins are sixteen feet in diameter. Resting on the heavy steel structure, which supports the bin story, are two enormous derricks partly shown in the cut. These tower above the framework to a height of 130 feet, and have sufficient range and capacity to set all the steel in the immense structure without change of position. The boom arm of each derrick covers a diameter of 150 feet, with a clear lift of 90 feet. With such splendid facilities the work

the structure. The bin floor is to be enclosed at sides and roof either with tile or corrugated iron, and the framing for the sides and roof will be of steel members. Above the bin floor roof will rise a four-story Texas or cupola of steel framing without floors, to be enclosed with walls and roof similar to bin floor. The height to the top of the Texas will be 168 feet. The cupola will contain side galleries or walks of concrete on steel framing to reach the elevator heads and line shafting, scales, etc. The Texas will contain the garnerers, scales, elevating and conveying machinery, the bin floor the spouting, and on the first floor of the main structure will be located the cleaning machinery.

At present it is the intention to set up eight Invincible Cleaners and three oat clippers. The ten stands of elevators passing up through unused pockets between the main storage bins will be built entirely of steel, boots, legs and heads. The garnerers, scales, spouts and cleaning machinery will likewise be of steel. The cleaners will be fitted

too far distant to endanger the structure. A burning grain steamer moored along the elevator might do considerable structural damage and some damage to grain in the outer bins.

"The elevator has considerable claims to individuality," Mr. Lockett continues, "in the smallness of the storage bins as well as in the use of the triangular pockets between the bins for storage. The massing and use of the small storage bins in the Rialto, forming a guard to the main steel structure, will always be a favorable feature in event of any future exposures, even though no outer protection be built; and if some protection be built, such as an enclosing wall or sheathing of hollow tile, the danger either to bins or to internal structure will be reduced to a minimum. The plant will have a fire service consisting of a 1,000-gallon Underwriters' Pump, located in the power house, connected to a line of pipe passing through the entire length of elevator on first floor, having five 2½ hose connections with 50 feet 2½ hose attached to each connection."

ELEVATOR BUILDING IN THE NORTHWEST IN 1901.

"The elevator building season now closing has been a very satisfactory one to every contractor in the Northwest. While other seasons have exceeded it in the capacity of new elevators constructed, work has been of sufficient volume to give builders a very busy season. The short wheat crop of last year has had its effect in checking the growth of new elevator capacity and it may have had much to do in turning activities toward remodeling and rebuilding old grain houses.

"Much remaking and repairing has been done this season, a larger percentage than in many previous years," says the Commercial West of Minneapolis. "The necessity for greater economies in handling in the country elevators has caused much of this repair and rebuilding. This is particularly noticeable in Northern Iowa, where flat houses are more common than farther north and where many flat houses have been converted into elevators. The fact that many country elevators are so built as to necessitate more or less hand shoveling of grain has also led to some remodeling to permit machinery and gravity to take the place of manual labor.

"While there are many flat houses still in use in sections not largely devoted to grain or in newly developed country, such buildings seem not to have been on the list of new construction this season. Such buildings are not favored by line elevator companies, nor by exclusive individual grain dealers.

"The size of the average country elevator built this year does not differ much from that of previous years, though some builders report building a greater proportion of large capacity houses. There has been, however, a tendency toward a change of type in certain country places. While the modern country elevator will not be rapidly replaced by fireproof material, at least not until fireproof material is proven to be as cheap as wood, there is a desire to test it in the country as in city terminals. Not a few flour mills have had fireproof storage tanks erected. A few experiments in country fireproof houses are also reported. But the great volume of country building has been of wood.

"In the city, however, the building of elevators has been quite revolutionized. No large elevator has been built of wood this year. One small one in Minneapolis is reported. This, with a few additions and repairs on existing wooden houses, is the extent of such building here. Steel, tile and cement are the materials almost wholly used now. Brick, too, is promising to become a successful competitor for large and small building.

"The introduction of brick is an interesting innovation. A 40,000-bushel elevator for W. H. Stokes, Watertown, S. D., proprietor of the Watertown Roller Mills, is near completion. This elevator is built entirely of brick with a few supporting steel rods; is absolutely fireproof, gives various sized bins and compares in cost very favorably with wood.

"The George T. Honstain & Cooley Company report the year's business as good as that of 1899,



THE RIALTO ELEVATOR IN PROCESS OF CONSTRUCTION, SHOWING BIN SYSTEM.

is progressing very rapidly, and it is intended to have the whole plant in operation by January 1, 1902. A full description of the plant will be given when completed. For the present it is sufficient to say that the elevator building has a ground area of 71x256 feet; basement walls, concrete. The walls above for 27 feet are of brick with pilasters about 16 feet on centers. The storage portion of the structure is made up of 71 cylindrical steel bins, 16 feet in diameter and about 70 feet deep, with hopper bottoms, the bins being placed in rows and supported on a system of steel girders and columns on a high first story; all carried on concrete pile foundation.

The triangular pockets formed between the bins will also be used for storage, the pockets to be so arranged as to open into the main storage bins near the bottom. On the outer rows of bins storage pockets will be made of curved steel, rivetted to the bins, which will give the storage portion of the elevator a fluted appearance, as it is not intended at present to cover it or otherwise protect the outer portions of the bins and pockets. Above the storage bins will be built a concrete bin floor, the flooring to be of concrete slabs strengthened by a horizontal sheet of expanded metal supported on top of steel "I" beams, which in turn are to be carried on the general interior steel framing of

with Cyclone Dust Collectors and refuse will be blown to the boilers through iron ducts. The stairway will be of iron and located in small corner bin. The elevator hoist and power transmission are also to be located inside of steel towers.

The power house will consist of a high one-story brick building adjoining on the west. Both engine and boiler room will have concrete floors and book tile roof, the roof framing being of steel beams on clear span steel trusses. Electric lights will be used with current from a generator in the engine room.

"The superiority of this style of elevator as a fire risk is apparent," says General Inspector H. W. Lockett, reporting to F. S. James & Co. "The use of steel framing throughout, while offering no inflammable material, will at the same time afford but small space for settlement of explosive dust, and again, the use of steel for all cleaning machinery will remove the probability of any material fire loss in or around these machines. The probability of any great loss by internal fire, therefore, is extremely remote. There will, of course, always be an element of danger in the unprotected steel framing and supports in the first floor from fire among the several cars which may be unloading. At present the elevator is practically unexposed, a low frame salt warehouse of Joy Morton & Co. being

which was a high average year. Their largest increase was in Iowa.

"W. S. Cleveland has finished twenty-six elevators this year running from the Canada line to Central Iowa, through the Dakotas and Minnesota. He has several others to complete this year, including a terminal elevator in Minneapolis. The year's work is an increase in volume over last year. He is introducing some notable improvements in his plans this season.

"L. O. Hickok reports a very good season, though the advance in price of certain materials and of labor has made work more expensive. A very good proportion of individual elevator owners have built this year and the tendency of individual owners to buy or build one or more additional elevators is very marked.

"Strong & Northway Manufacturing Company are running their factory for mill and elevator furnishings with two shifts of workmen, working night and day, and yet they are obliged to turn down some orders. The chief reason for this is the great demand for feed mills in elevators and flour mills. The great demand for feed this season and the desirability of farmers getting their feed ground at the elevator or mill where they haul their wheat causes this rush of business in feed mills.

"The following is a list of the elevator buildings and additions erected by Barnett & Record Co., this season: A steel working house of 120,000 bushels' capacity and 12 tile tanks each 125,000 bushels, total 1,620,000 bushels, for the St. Anthony Elevator Company, Minneapolis; a steel and tile elevator and steel working, 18 tanks and 10 intermediate bins, for the North Star Malting Company, Minneapolis; nine tile tanks and four intermediate bins for the Wisconsin Malting Company, Appleton, Wis.; two tile tanks of 125,000 bushels' capacity, each with steel bridge connecting to present elevator and new power house for the Victoria Elevator, Minneapolis; rebuilding machinery and equipment for Atlantic Elevator, Minneapolis, five additional tile tanks, 100,000 bushels each, also 115-foot steel cantilever bridge and 77-foot tower for the Great Eastern Elevator "H," Minneapolis; a 350,000-bushel wood annex of 36 bins to elevator of Des Moines Elevator Co., Des Moines, Ia.; a 500,000-bushel annex to elevator at Peoria, Ill.; four tile tanks and steel bridge addition to flour mill of David Stott, Detroit, Mich.; a 100,000-bushel tile tank elevator and brick working house for Pabst Brewing Company, Milwaukee; a 150,000-bushel working house and four tile tanks for the Kansas City, Fort Scott & Memphis Railway, Kansas City; a 150,000-bushel working house for the Spencer Grain Company, Minneapolis; a 500,000-bushel annex and machinery reconstruction for the Cleveland Grain Company, Cleveland, O.; new foundations for the Midland Terminal Elevator, Kansas City; fourteen country elevators, besides not a little other work in the remaking of machinery, etc."

ELEVATOR IMPROVEMENTS AT MILWAUKEE.

Elevator E at Milwaukee, located on the C., M. & St. P. Ry. and operated by the Armour Grain Company, has a storage capacity of 1,000,000 bushels, but until recently could handle but 100 cars of grain daily. By the introduction of a new engine of 700 horsepower and a new system of rope-drive power transmission, this handling capacity has been enlarged to 125 cars daily.

Among other elevators that have under contemplation improvements of the same kind are St. Paul elevators A, B and C, Northwestern Marine and the Rialto A and B. With the same proportionate increase in the handling capacity made in these houses, the gain in the handling capacity of Milwaukee will be close to 200 cars per day. The improvements in the last named houses are thus far in contemplation only.

The new Philippine tariff imposes a tax of 63 cents per 220.28 pounds on wheat, rye and barley (25 cents in old tariff); corn, 51 cents (old tariff, 10 cents); millet, 51 cents (old tariff, 40 cents), and malt, free (old tariff, \$2.50).

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

A Sale of Oats by Constructive Delivery.

Proof that a customer of a merchant agreed to purchase a certain quantity of seed oats, then in the house of the merchant, at a given price, and that the oats were weighed, set aside and the customer's name placed on them and the same charged to him under an agreement that this should be done, and that the customer should subsequently send and get them, the Supreme Court of Georgia holds (*Tift vs. Wight & Weslosky Company*, 39 Southeastern Reporter, 503), is sufficient, in the absence of anything to the contrary, to establish a completed sale of the oats by constructive delivery.

Requirement of Action for Damages for Sale of Unsound Feed.

The Supreme Court of South Carolina agrees with the contention (in *Poag vs. Charlotte Oil & Fertilizer Co.*, 39 Southeastern Reporter, 345) that after the jury was properly instructed that the right of a purchaser of feed (cottonseed hulls) to recover for damages resulting from the use of unsound feed, must be based upon fraud or deceit practiced by the seller upon the purchaser, it was error to charge that if a sound price was paid and received, the law, raising a warranty of soundness, would imply fraud or deceit from the fact of unsoundness, and that whether the seller actually knew of the unsoundness or not, being bound to know, he would be responsible for any damages following. The court says that it was admitted that under the laws of the state a sound price was a warranty of a sound commodity; but it declares that to hold anyone responsible for deception or deceit without any knowledge thereof by the party to be affected thereby was a bold and startling doctrine. It prefers to make a fraudulent intent on the part of the seller, or knowledge on his part of a false representation in the matter, an essential to an action for deceit.

Construction of Contract of Insurance on "Use and Occupancy" of Elevator.

An insurance company issued its policy on the "use and occupancy" of a Buffalo elevator. The elevator, which was afterward destroyed by fire, was in the "Western Elevating Association," the earnings of which were distributed among the various members thereof in certain percentages. The insurance company argued that "use and occupancy" signified "expected profits of estimated earnings," and claimed that the elevator company was not the unconditional and sole owner of those earnings, so that a material representation in the policy had been violated. But the fourth appellate division of the Supreme Court of New York does not agree with that contention (*Buffalo Elevating Company vs. Prussian National Insurance Company*, 71 New York Supplement, 918).

The court says that there was no suggestion in the policy that "use and occupancy" was correlative with "earnings" or affected them in any way. The insurance company agreed to pay absolutely and unconditionally the sum which it fixed in its contract for the loss to the elevator company by reason of the suspension of its business by fire. That sum was in no way dependent upon the profits which were accruing to the elevator company for the loss it may have been suffering at the time the fire took place. Whether the plant was in operation or idle, whether remunerative or not, was no concern to the insurance company. The liability to pay was fixed irrespective of whether the insured lost or gained by the fact that the elevator might not have been running during the time of rebuilding, even if no fire had occurred. If the building was interrupted by fire in any part, the liability continued during the time required to restore the plant to its former condition, its contract being to pay so much per day while the use of the elevator was prevented by fire, up to a certain sum.

Again, the court says that it was entirely im-

material to the insurance company what disposition the elevator company made of its earnings, if any there were. If it desired to give them away, or assign them, or unite them with other like concerns in a common fund for their weal or woe, that agreement did not need the sanction of the insurance company to keep alive the policy. It was interested in the occupancy of the plant by the elevator company, but the use made of its earnings was of no more moment to the insurance company than what was paid to the foreman or any of the employes in the elevator building. The vitality of the policy in no way hinged upon the manner in which the property was managed.

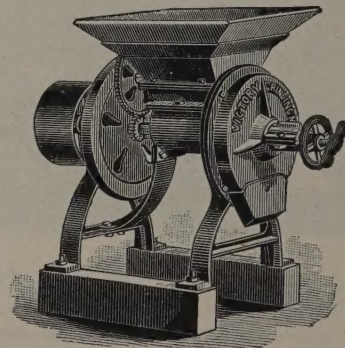
Neither does the court think that the elevator company by joining in the combination mentioned violated that provision in the policy which made it void "if any change other than by death of the insured take place in the interest, title or possession of the subject of insurance (except change of occupancy without increase of hazard), whether by legal process, or judgment, or by voluntary act of the insured, or otherwise." Nor does it consider that the validity of the policy was affected by a provision in the combination agreement which provided that destruction by fire should not deprive such elevator representative of his participation in the division of the earnings.

THE VICTORY FEED MILL.

For the man who wants a corn and cob crusher and small grain grinder, with capacity from, say, 8 to 40 bushels per hour, the Victory Feed Mill, illustrated herewith, would seem to answer every requirement.

Thomas Roberts of Springfield, Ohio, has been making this mill for a great many years. Changes have been made in its construction from time to time, always looking toward increased strength, simplicity, durability and efficiency. Every part and piece has been reduced to its simplest form, no attempt at style or ornament being made. Only a single shaft is employed, and this is of the highest quality.

The vital parts of a grinding mill are necessarily its plates and crusher. In the Victory Mill these



THE VICTORY FEED MILL.

have received special attention both as to form and material. The grinding plates are made in a solid ring of metal, harder than steel. The crusher will take in the largest as well as the smallest sized ears.

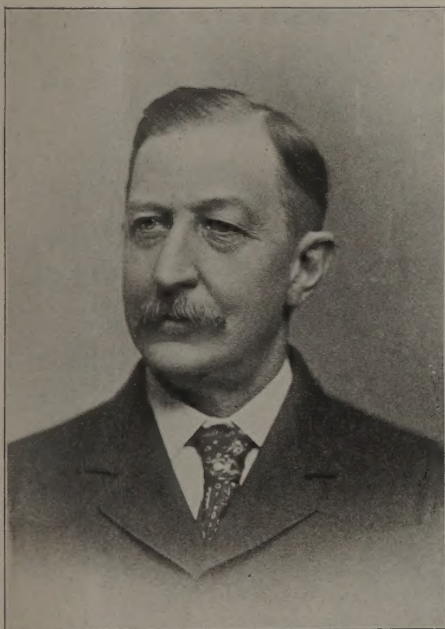
The Victory is a self-feeder, it only being necessary to keep the hopper full of ear corn. When grinding small grain, the feed is regulated by a slide. The mill is made in four sizes, the smallest not being adapted for ear corn. Mr. Roberts has a neat descriptive catalog which he will be pleased to send in response to inquiries.

A. L. Schaeffer of Edgar County, Ill., is credited with having grown 1,800 bushels of popcorn on 102 acres, the largest crop of popcorn by one man on record. The corn is now worth about 6 cents per pound, but is expected to advance to 10 cents by next spring. There is a marked scarcity of the product in Missouri, Kansas, Iowa and Nebraska, where the major portion of the crop usually comes from. Rice corn thrives the best in this climate, and it is that variety which was raised by Mr. Schaeffer.

G. H. K. WHITE.

George H. K. White, inspector in chief of the New York Produce Exchange, is one of the few old-timers whose experience in handling grain dates back many years. He was born in New York City on June 28, 1842, and at the age of eleven was sent to a boarding school in Stamford, Conn., and later on to schools at Fergusville and at Newburg, N. Y. On leaving school he entered into the grain business, with which he has been continuously associated for the past forty-two years.

Nine of these years he spent in a grain broker's office; for eight years he was superintendent for the International Grain Elevating Company, and for eight years superintendent of the Hazeltine & Annan grain warehouse. In 1882 he went into



G. H. K. WHITE.

the grain inspection department as a deputy grain inspector, and served under the late A. D. Sterling up to the time of his death in 1888. Mr. White was then appointed his successor, and has filled that position with credit ever since.

Mr. White is a member of the New York Produce Exchange, and is also connected with several clubs and social organizations, a member of the Masonic fraternity, and of the Royal Arcanum.

NEW YORK STILL LOSING TRADE.

The perennial complaint by New York of declining business in grain was made before the Interstate Commerce Commission, sitting in New York City, on October 26, by J. C. Brown, statistician of the Produce Exchange. The Commission was making some inquiries preliminary to its investigation at Chicago during the past week, and Mr. Brown presented a statement of the receipts of flour, wheat and corn at the Atlantic ports for the months of June to September, inclusive.

From this statement it appeared that the grain receipts in June were 8,245,000 bushels, of which New York received 51.7 per cent and Baltimore 11.3 per cent. In July the receipts were 14,783,000 bushels, yet New York's share dropped to 37.7 per cent, while Baltimore's rose to 35 per cent. In other words, New York lost 14 per cent and Baltimore gained 24 per cent. In August, with a movement practically as large as in July, 13,898,000 bushels, New York's share dropped to 26.4 per cent, while Baltimore's reached 36.1 per cent. In September the receipts were 9,000,000 bushels. New York gained slightly, receiving 32.3 per cent, while Baltimore dropped to 29.4 per cent. It also appeared that the receipts of wheat at Philadelphia, Boston and Baltimore increased from 7,351,000 bushels in the months of June, July, August and September of 1900 to 26,570,000 bushels in the same period of this year.

Representatives of the New York Central, Penn-

sylvania, Lackawanna and B. & O. roads testified that the rates from the West were actually lower than the published rates, and that Baltimore had the benefit of a 1½-cent differential.

It further appeared that at all the ports there was a marked decline in the exports of flour. It was claimed that this condition was due to a discrimination in rates in favor of the grain. The reported testimony on this point was not, however, very positive in either direction; but it was admitted by traffic officials that the rates on export flour had been maintained, while those on grain had been cut.

The burning question is, how to recover this lost tonnage. At a conference of the railroad representatives on October 31, instead of planning lower freight rates from Chicago to Baltimore, the members of the grain committee of the Produce Exchange pointed out that there were not enough grain elevators and that docking facilities were inadequate. The representatives of the Produce Exchange also asked that the railroads give twenty days' free storage and insurance on grain arriving at New York. They limited their request to twenty days, although Boston gives thirty, forty and even sixty days' free storage. The request was also made that the charge of one cent a bushel for putting the grain on board ships placed alongside of elevators be abolished. Several other matters of minor importance, including demurrage and grading questions, were discussed and referred to a sub-committee of the Traffic Association.

DUCK STOPPED THE ELEVATOR.

A domestic duck at Redwood Falls, Minn., illustrated in propria persona the contention of Mr. Fred C. Blodgett, in the October "American Elevator and Grain Trade," that "eternal vigilance is the price" of immunity from elevator leg chokes. Mr. Blodgett was "joshed" not a little by his acquaintances about his "farmer's dinner box story," until the duck walked into the elevator of J. A. Englehart and stopped the elevator; since then the laugh has been the other way.

It appears that the elevator hopper had been left open; and when the duck got in the elevator and saw the wheat drop into the hopper it jumped in and began eating. About this time the elevator was started up. The suction created thereby was too much for the duck and it was gathered in and carried up the elevating leg. Arriving at the top of the shaft it was dumped into a spout leading to one of the bins. This spout, at its mouth, was not large enough to let the duck out, and soon the elevator men found the spout running over. Running to the top of the elevator and examining the spout for the choke, the helper found a duck's head sticking out of the spout. Pulling the wheat out behind, he finally released the duck and the elevator continued.

The duck, we are told, was not injured; nor, fortunately, was the elevator.

NEW DRYING HOUSE AT TOLEDO.

The Toledo Salvage Company has begun the erection of a new grain drying house at Toledo. The drying house will be 45x35 feet in size and about 100 feet high. It will be built like a malt kiln.

Back of the dry house will be two steel tanks 45 feet each in diameter and 50 feet high. The conveyor to the tanks from the dry house will be located in a gallery.

The structure will be of brick and iron and fire-proof and have 250,000 bushels' capacity. It will be in operation early in 1902.

NEW CANADA ATLANTIC ELEVATOR.

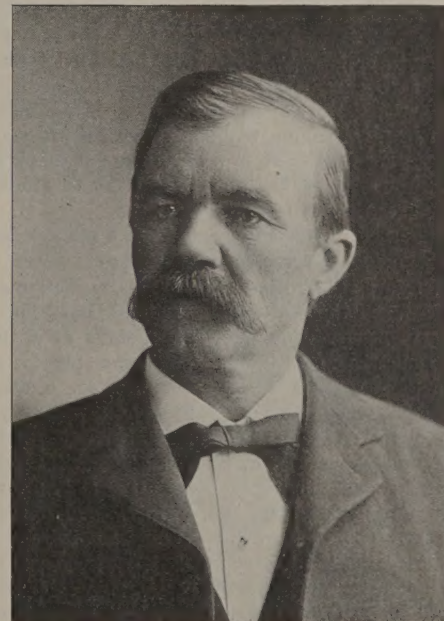
The Canada Atlantic Railway Company (the Parry Sound Route) will erect a 2,000,000-bushel elevator at Depot Harbor on Parry Sound. The company has now in operation a 1,500,000-bushel elevator at this point, but it has been found insufficient for the traffic, which has been growing rapidly during the past two years.

S. J. CLAUSEN.

Whether or not it be true that in "every man's life there is enough romance to make a good story," at least the career of S. J. Clausen of Clear Lake, Iowa, contains already enough of adventure to make all healthy boys regard him with envy. A descendant of the adventurous Jutes—he was born in Jutland, Denmark, in 1852—he took as naturally to the sea as a sea-gull, and before he was out of his teens he had sailed the Baltic and North seas from end to end and had six times rounded Cape Horn, had sailed every sea known to commerce and had even suffered shipwreck on the North Sea coast of England. The mystery the boy can never solve is that, with the sea before him and the possibilities of the Indies and the coral islands of the southern oceans, he should now be found so far inland.

Well, here he is, and what is more, he has been a landsman for over a quarter of a century. He came to America in 1874, planning to join fortunes with a brother in Milwaukee for the purpose of putting a sailing vessel on the great lakes to carry grain. These plans miscarried, however, and in 1875 we find Mr. Clausen in the grain business at Fox Lake, Wis. In 1882, however, he removed to a more promising field—Clear Lake, Iowa, where he joined his brother in the grain business.

Clear Lake was then a place of greater possibilities than actualities. A beautiful lake, a rich surrounding country just being developed and filling up with farmers, the beginnings of a summer resort in the way of a regular camp-meeting—these all needed development, and Mr. Clausen



S. J. CLAUSEN.

took hold with all his seaman's vigorous grasp. He became one of the pushing men of the town, which is responding handsomely to the touch. He has been, for nine years a member of the city government, for six years on the school board and is now its president, has taken an active interest in the work of the Western Resorts Company, is a director of the Cerro Gordo State Bank of Clear Lake; in short, he is interested in everything that makes for upbuilding Clear Lake and Cerro Gordo County. As a grain dealer he has been equally conspicuous, and it was but natural that the Iowa Grain Dealers' Association should find him out and make him a member of the governing board of that influential body to get the benefit of his forceful character and sound business judgment.

The New Orleans Export Company, Ltd., has been established as the American branch of the Korn og Foderstof Kompagniet of Aarhus, Denmark. Christian G. Hansen of Aarhus is president of the New Orleans company. The Denmark company has branches in St. Petersburg and at Aalborg and Harsens, Denmark.

TROUBLES WITH GASOLINE ENGINES.

BY ALBERT STRITMATTER.

Attention has been called to some of the common mistakes made with gasoline engines. Every make of engine, however, has its own peculiarities and will cause some trouble to the inexperienced operator which any other make would not. Still, there are a great many troubles which are common to all makes and which seem trivial to the experienced engineer, but very mysterious to the uninitiated. Some such experiences may prove of interest and profit to even the "old hand," for with the gasoline engine it is never too late to learn something, any more than it is with other things.

In an elevator in Northern Ohio is an 8-horsepower gasoline engine which is running without water in the water jacket. As almost everyone is aware, the gas and gasoline engine cylinder is so constructed that water can be circulated through it between the inner and outer shells in order to keep it comparatively cool. The intense heat from the explosions in the cylinder would cause expansion to such an extent that the piston would stick in the cylinder and possibly the expansion would burst the cylinder. The engine referred to in the elevator, however, is run without water, and as soon as it has run a while the piston sticks and they shut down until it cools sufficiently to run again. The owner of this engine has had his attention called to this matter many times, but apparently he is not worried by such a small matter as shutting down every hour or so for a while. In the course of a couple of years, however, when his cylinder is entirely worn out, he will perhaps realize that he has been making a mistake. Near this elevator is a gasoline engine on a boat which is used to carry bricks a distance of five or ten miles from the brickyard to the city. These people also run their engine without water, notwithstanding the fact that there is water all about them, and all that would be necessary would be to attach a small pump to their engine.

In another case some people have a plant located by the side of a river and use water power the greater part of the time, but have a gasoline engine to use when the water is low. Sometimes the engine is not used for weeks or months at a time. Some months after having the engine put in, and after the engine had not been used for a couple of weeks, they attempted to start it, but were unable to do so after several hours of trying. They had a good spark, the gasoline pump worked properly, and, in fact, everything seemed just right, but nevertheless the engine would not run. They telegraphed for a man from the factory. On his arrival he looked over the engine carefully and found nothing wrong with it but could not start it. Finally, it occurred to him that there might be something wrong with the gasoline, so he took some of it from the tank and put a lighted match to it, expecting, of course, to see it flash up. However, it did not, and would hardly burn, just managing to keep a flame alive while it was slowly consumed. There was the difficulty, but the question was, What caused it to act that way? At first thought the expert decided there was water in the gasoline, which would make it act in such a manner. However, the people owning the engine claimed to have run it on the same gasoline a couple of weeks before, when the engine seemed to be all right.

The explanation was finally found in the fact that gasoline is a mixture, some parts of which are more volatile than others, and these are the most inflammable. The gasoline had been in the supply tank for some time, and these more volatile and inflammable parts had evaporated through the vent in the tank, leaving a mixture with a very low flashing point. Of course it would burn, but would not ignite as readily as was necessary for the proper operation of the engine. In fact, the small spark given in the engine would not ignite it. On putting fresh gasoline into the tank no further trouble was experienced from this source.

In the article above referred to, attention was called to the fact that the gasoline supply and overflow pipes must pitch toward the tank and must be air-tight. A 35-horsepower engine was recently being erected under conditions which made it necessary to carry the gasoline 150 feet horizontally and 11½ feet vertically. The expert erector took particular care in putting in the gasoline pipes to have them incline properly and be perfectly tight. When the work was finished he was unable to draw gasoline and was very much worried, not sleeping at all that night. He had tested every piece of pipe under hydraulic pressure to see that there were no leaks. The next day he took down the pipe and carefully examined each piece. Almost the last piece was one about 10 inches long, and he found this was stopped up so that there was no opening for the gasoline to pass through.

Other frequent sources of trouble are putting check valves in backward; having too many turns in the exhaust pipe or too long a pipe, either of which will cause back pressure and fouling of the charges; too early or too late ignition, the former resulting in the engine firing against itself and the latter in its firing after a part of the compression has been lost; feeding too much fuel; weak bat-

OCEAN FREIGHTS CHEAPER THAN ELEVATOR SPACE.

One cause, no doubt, of the stagnation in the export grain trade is to be found in the unparalleled shipments of July and August. The result is that the elevators and warehouses of England are crowded with American and foreign wheat.

This condition, coupled with exorbitant dock charges, in London especially, no doubt accounts for the return from and reshipment of grain cargos to Great Britain; but it is also quite as much due to the fact that at the ocean freight rates prevalent in September and October it was cheaper to carry grain afloat than in our Atlantic Coast terminal elevators, to say nothing of those of English ports.

WM. PLUMMER & CO., MINNEWAUKAN, N. D.

The permanence of the development of North Dakota, especially of the northwestern part of the state, now so rapidly settling up, where, only a few years ago, much of the land was deemed practically valueless, is in nothing more forcibly demonstrated than in the character of its grain elevators. This elevator of Wm. Plummer & Co. of Minnewaukan,



WM. PLUMMER & CO.'S ELEVATOR AT MINNEWAUKAN, N. D.

teries or too long or too short a hot tube; and forgetting to draw off the jacket water in cold weather, which results in the cylinder jacket being burst.

The motto of the gas or gasoline engineer should be: "Study the engine first, last and all the time."

Montana wheat yields have been large this season. One farmer reports 1,000 bushels from twenty acres; another over fifty bushels to the acre. In both instances the wheat was harvested from land that had not been irrigated.

Wet weather in the Dakotas is responsible for the slow movement of grain to Duluth. Grain dealers of that city are confident that their elevators will be well filled this fall and that there will be a correspondingly large movement of grain east in the spring by lake.

The steel steamship W. L. Brown of the Canada Atlantic fleet has broken the record for trips and business at Duluth. Up to October 30, she had made twenty-one round trips, of which eighteen were from Duluth, two from Chicago and one from Two Harbors. She expected to make four more Duluth trips before the close of the season. The ship carries 240,000 bushels of grain at a trip, making a season record of 5,800,000 bushels of grain and 6,000 tons of ore. The average grain freight to Depot Harbor from Duluth has been about 2 cents a bushel, making gross earnings on the grain alone of not far from \$100,000. This ship has been making a round trip each week, and has been loading a quarter of a million bushels of wheat in from ten to fifteen hours.

a business of which C. H. Sheldon is general manager, is a very good one, but not an exceptional one. It has 20,000-bushels' storage capacity, and is operated by a 16-horsepower Fairbanks-Morse Gasoline Engine.

The same firm are operating at Maddock, a town some few miles southwest of Minnewaukan, another 20,000-bushel house, also in charge of Mr. Sheldon. It was built by W. S. Cleveland of Minneapolis, who had it ready to take in wheat within ten days after beginning work on it. The house is 24x34 feet on the ground, with 40-foot cribbing on an 8-foot foundation. It has a 5-horsepower gasoline engine.

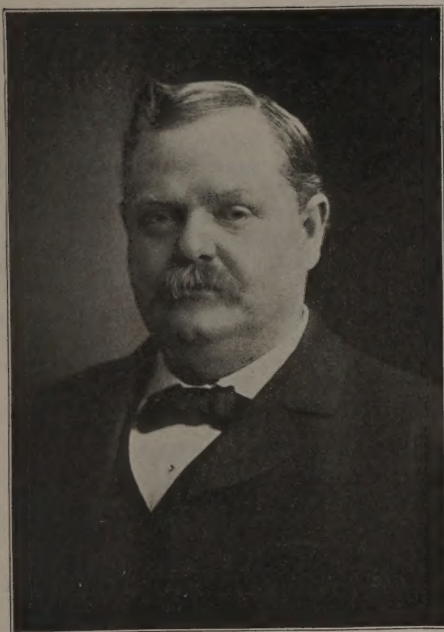
NEW GRADE OF OATS.

Pursuant to the request of the Warehouse Committee of the Chicago Board of Trade, the Board of Railroad and Warehouse Commissioners, with the concurrence of Chief Grain Inspector Bidwill, has established a new grade of oats. This grade is known as "Clipped Oats;" and the test is weight instead of grade. The oats are marked with the number of pounds to the bushel and this mark constitutes its grade.

The United States produced four-fifths of the corn crop of the world in 1900, and the states of Illinois and Iowa produced more than all the countries of the world outside of this. Austria-Hungary, standing second of the countries of the world in the production of corn, fell below that crop in Indiana in 1900, and Michigan, though not a great corn state, produced more than Russia.

HENRY T. GUBBINS.

Henry T. Gubbins, head of the firm of H. T. Gubbins & Co., Chicago, official Board of Trade grain samplers, is a native of this city, where he was born on June 17, 1854. He began handling grain as a shoveler in 1871, and in 1872 was promoted to the position of weighman. Mr. Gubbins began business as a grain sampler in 1876, carrying on the business privately until 1898, when he was made an "Official Board of Trade Grain Sampler." Mr. Gubbins stands high in the esteem of the mem-



HENRY T. GUBBINS.

bers of the Board, both officially and as a private individual; and no doubt will continue to be one of the "fixtures" of the Board for many years to come.

BREAKING A CORN CORNER.

No condition means direr distress in Mexico than a shortage of the corn or bean crop; should both crops fail simultaneously, which, perhaps, never has happened, there would be a condition of what the Russian government euphemistically calls "insufficiency," when speaking of an impending famine whose terrors are about to excite the concern of the world. But Mexico never has had real short crops of corn; even in poorer years she has had enough for her own people, and prices have for years been normal—ample tariffs have kept out American corn; sufficient supplies have prevented native growers or dealers from exacting very exorbitant prices. The system has not been without its advantages, to say nothing of its extreme simplicity.

When, therefore, in spite of an apparently sufficient crop the price of corn in August last began to rise rapidly from a normal of \$3.50 per hectolitre (2.838 bushels), or say 60 cents gold per bushel, to \$5 and \$6, and in some places even to \$11 to \$16 per hectolitre, and that of beans, too, began to do likewise, it began to be expensive for Mexicans to eat their customary tortillas and frijoles and the complaints of the peons were loud and unceasing—even going to the extreme at Puruandiro of a riot.

Mexico is nominally a republic, but its government has many of the trimmings of an autocracy; and the President exercised the latter powers by a decree suspending the import duty on corn and reducing that on wheat, on the ground stated in his proclamation, that:

"As a result of that investigation it has been made clear that there is on hand in the country a sufficient quantity of the cereal to meet the more urgent requirements of consumption; so that it is not the scarcity of the article that has caused the advance in its price, but the attitude of the growers, who, feeling sure of obtaining immoderate profits by parting with their holdings in small quan-

ties, are adopting that course and absolutely refuse to entertain offers for large sales which would tend to cheapen the article.

"The government respects the right of agriculturalists to obtain good prices as a compensation for bad years; but when the exercise of that right goes to extreme lengths and leads to immoderate and artificial enhancement of the price of an article of prime necessity, the food staple of a class that is most numerous and worthy of the solicitude of the national powers, it becomes incumbent on those powers to interfere in the matter and to endeavor, within their sphere of action, to remedy the evil, just as it is their duty to ward off any other public calamity or to mitigate its effects."

Following this proclamation the railroads were asked by the government to reduce the carrying charges on grain from the United States, which they did. The price of corn began at once to fall; but the state governments imported American corn just the same; and to further bear the market the retail dealers of all sorts who sold corn at normal prices had their taxes remitted for three months.

By the middle of October the corner was broken and the speculators badly pinched, the latter being mainly the large farmers—the hacendados, the aristocracy of Mexico.

DOTS AND DASHES.

The glucose and starch people are carrying on a sharp fight, and glucose is down to what is considered cost or below.

It is now said that J. Sidney Smith, who managed a September corn corner in Kansas City, cleaned up \$100,000 by the deal.

New York City during the first half of October took two cargoes of oats from Boston, aggregating about 200,000 bushels. The grain was for local consumption.

A grain inspector has been asked for at Knoxville, Tenn., by the millers, to act under the authority of the Chamber of Commerce, and paid by fees on grain inspected.

Columbia County, Wash., is now growing considerable corn which is marketed at Dayton. Most of the grain is taken by the local mills. Corn is a crop that had not been grown in that county until quite recently.

Corn cobs, crushed and then saturated with a highly inflammable compound composed in part of resin, are in use by certain firemen of steam fire engines for quick steam raising. The results have been excellent, it is said.

While digging on North McKean street the other day John Bayne dug up a petrified ear of corn, says the Times of Kittanning, Pa. Before knowing what it was he struck it with his pick, splitting it the full length. The grains, although turned to stone, are clearly defined.

Grain dealers of Evansville, Henderson, Cairo and other Ohio River towns, held a meeting at Evansville, Ind., on October 15, to protest against the discrimination in railway freight rates which now favors both Louisville and Cincinnati as compared with the towns named.

R. C. McCroskey, who owns and cultivates 1,400 acres of land near Garfield, Wash., has harvested 36,000 bushels of wheat from a little over 1,000 acres. His wheat yield was about 35 bushels to the acre. He finds that the wheat, placed in the warehouse, has cost him 23 cents per bushel. At the present selling price of 40 cents per bushel he would have a profit of 17 cents, or \$5.95 per acre, from this crop.

J. H. C. Walker of Larimer County, Colo., this season harvested two crops of oats from a single seedling. The Field and Farm says: "He cut the first crop a little green. As soon as he had the ground cleared of the first crop he irrigated the stubble and a new crop started up at once from the roots. From the first stand he thrashed forty bushels to the acre and from the second thirty bushels. This looks like a new wrinkle in Colorado agriculture. This result has been obtained before in Texas and

New Mexico, but we never knew it to occur so far north as the forty-first parallel."

Four steam canalboats and fifteen consortships which have been plying between New York and Cleveland, via the Erie Canal and Lake Erie, have been permanently withdrawn from the trade, and will be cut up and shipped to Hong Kong. There they will be put together and will proceed to Manila, P. I., to do a general lighterage and interisland business. These boats have been purchased by the Philippines Transportation & Construction Company, a corporation organized under the laws of New Jersey.

J. E. HAWTHORNE.

Wherever the operations of the line companies have not as yet overshadowed the independent buyers, we find a large number of young men in the grain trade, attracted to it by a prospect of gain as well as by their knowledge of grain. They are, as a rule, imbued with a determination to make it pay themselves a living, and are not unmindful of their duty to the farming community in the capacity of forwarder. Among this class of young men we find J. E. Hawthorne of Cooksville, Ill., one of the Illinois Central towns.

Mr. Hawthorne was born on a farm near Colfax, Ill., on October 23, 1872. Like most farmer boys of the right sort, he learned to get around if not to conquer outright such difficulties as he encountered. At the age of 19 he went to Hedding College, attending school there for four years and taking both a business and a literary course. He then taught school for a time, but finally settled on the grain business for a career, locating in Cooksville in 1896. Here he bought grain for the Middle Division Elevator Company for two years; but thinking he could more profitably and satisfactorily do this on his own account, he severed his connection with that company in June, 1899, since which time he has built up a very good trade for himself.

He has an elevator of 50,000 bushels' capacity, with a handling capacity of from 8,000 to 10,000



J. E. HAWTHORNE.

bushels per day. The elevator is equipped with new machinery, including a gasoline engine and car loader.

Mr. Hawthorne enjoys the hearty support of his customers and the respect of all the grain sellers in the community. He is a believer in consigning grain wherever possible, with ample hedging. He sends the majority of his business to Rumsey, Lightner & Co., to whom, using his own words, "he feels greatly indebted for the friendship extended during the 'verdant green' age of his business life."

Mr. Hawthorne takes an active part in the local Sunday school and church; and was also made a Mason in Colfax Lodge No. 799, A. F. and A. M., in 1896. In 1897, Mr. Hawthorne married Miss Lissa Benfield of Abingdon, the sequel of a college courtship. They have a little girl, Hyril Elizabeth, now nearly two years old.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

A CORRECTION.

Editor American Elevator and Grain Trade:—In your issue of October 15, on page 171, I find a misprinted word, in the report of the annual meeting at Des Moines, which should be corrected for the sake of future reference.

In the paragraph headed "1. (B) Arbitration Committee in each Affiliated Association," in the fourth line, the word contact should be conflict.

Yours truly, W. H. CHAMBERS.
Chicago.

GOVERNMENT CROP EXPERIMENTS BENEFICIAL.

Editor American Elevator and Grain Trade:—We are heartily in favor of the efforts being put forth by the Government Experimental Station to improve the yield and quality of farm products, especially of grain. We are satisfied we derive benefit by these efforts, indirectly if not directly, and we would be pleased to render such assistance to the cause as we can in our territory and will appreciate any efforts the Department may see fit to make in this direction.

Yours very truly,
E. R. ULRICH & SONS.
Springfield, Ill.

SHOULD MAINTAIN PRESENT GRADES.

Editor American Elevator and Grain Trade:—I do not believe it the intention, and hardly think it would be practical for the national government to fix a standard of grades for grain, as the demands of the different markets vary to such an extent that a strictly uniform grade would be very difficult to maintain in all of the grain centers; however, I think it was fully demonstrated at the Des Moines meeting that the grades were as near uniform as it is practical to make them, and if lived up to by all of the inspectors there would be no difficulty in adjusting any differences that might arise. At present the grades at St. Louis are satisfactory, and see no occasion for a change at this time.

Yours truly,
W. H. GOODDING, Chief Inspector.
M. C. FEARS, Supervising Inspector.
St. Louis.

VALUABLE TO THE GRAIN DEALER.

Editor American Elevator and Grain Trade:—We thank you for copy of your paper received by mail to-day. We needed an extra number, owing to the fact that this edition contained so many valuable articles of interest and benefit to us. We take this opportunity to compliment you on the success of your undertaking, and especially for the appearance and contents of many of your special numbers, such as the last edition. It is certainly a valuable addition to the desk of a grain dealer.

As an item of news will state that the late D. E. Swim, our vice-president and manager at Stonington, Ill., has been succeeded there by Mr. C. A. Moxley, an experienced and capable grain man.

New corn is moving with us, but the yield is less than a half crop, and of poor quality, and we expect to handle but little.

Very truly yours,
PRATT-BAXTER GRAIN CO.
Taylorville, Ill.

CHIEF INSPECTORS SHOULD SUGGEST CHANGES.

Editor American Elevator and Grain Trade:—I think it very desirable that all grain markets should grade uniformly. My idea is that quicker and better results can be obtained by urging the chief inspectors of all markets to get together, in their newly organized association, and adopt uniform rules of inspection, or as nearly uniform as is possible for them to agree upon.

While, of course, the chief inspectors themselves cannot change any of the rules, they can go home and suggest such changes as would be consistent to "those in authority" in their different depart-

ments. In this way, I think the aim can be accomplished, rather than through the national government.

I do not think the national government solution is practical, for the reason, before the national inspection could afford the desired end all state and other inspection departments would have to be done away with, which would be a difficult thing to do, possibly.

Yours very truly,
FRED H. TEDFORD, Asst. Chief Inspector.
Kansas City, Mo.

GOVERNMENT SHOULD ESTABLISH EXPORT GRADES.

Editor American Elevator and Grain Trade:—I think there could be something devised that would make uniform inspection a fact. I think all the departments have good enough rules, and if lived up to all the time and every season, there would be no cause for complaint.

I notice at Des Moines our Kansas 2 hard wheat was an average grade with all the samples exhibited as 2 hard winter.

The trouble, as I understand it, is that export grades are too liberal and admit of too much mixture at some of the export points.

Mr. Scofield, of the Agriculture Department at Washington, is investigating this subject, and in time no doubt will evolve something to the advantage of the grain trade of the country.

If the general government would establish export grades, the interior departments could work to a uniform system for export. As it is now the Gulf, Atlantic and Pacific ports are all different. Our Kansas grades are satisfactory and the department running smoothly.

Yours respectfully,
B. J. NORTHRUP, Chief Inspector.
Kansas City, Kan.

HOPES FOR UNIFORM CONTRACT GRADES.

Editor American Elevator and Grain Trade:—In regard to uniform inspection, I believe that all states in the Union should come together and adopt a uniform rule of all contract grades. I think 2 Corn, 2 Wheat, 2 Oats, 2 Barley or 2 Rye, should be the same in every market. We have had heretofore a great deal of trouble in regard to one state making those grades different from others. I believe the Chicago market has the best standard it possibly could have.

We have established a uniform standard of all contract grades and would be pleased at any time to go over with you and show you just about how we make these standards.

I think that we ought to get together. At the meeting in Des Moines, the chief grain inspectors organized for the purpose of getting closer together on grades, and I believe in the near future all states will grade about the same.

I endeavor to do everything that I possibly can to bring this about for the good of the trade in general. If there is any more information I can give in this matter, I will be only too glad at any time to do so.

Yours very respectfully,
JOSEPH E. BIDWELL, Chief Inspector.
Chicago.

SHOULD AVOID POLITICS IN INSPECTION.

Editor American Elevator and Grain Trade:—I take great pleasure in stating that much that was said by Chief Inspector Shanahan at Des Moines meets with my most hearty approval. There is no disguising the fact that the irregularity of inspection existing at some of the grain centers in this country to-day is a serious matter, and something should be done to endeavor to bring the different exchanges and warehouse commissioners to an understanding, and if possible, remedy the evil.

The standard contract grades of grain, of which there are very few, should be similar in all markets, and (with the exception of corn, which is a grain that is, at certain seasons, very susceptible to climatic conditions) whatever grades contract in one market should grade contract in every other market here and abroad. It is my belief that if the different exchanges and the warehouse commissioners

of the several states where they have state inspection would cooperate and give their support to the recently formed association of chief grain inspectors in their endeavor to bring about a more uniform grading of grain, that much of the present trouble could be remedied.

We are well aware of the uneven grading at the present time in some of the states now controlled by political appointees. What may we expect if the entire inspection department of the country was managed by the same system?

So much can be said on this subject, that your limited space does not warrant me to discuss it as I would like to, so until the plan under consideration by the Chief Grain Inspectors' Association has had a trial, I must refrain from making any further comments.

Yours truly, JOHN O. FOERING.
Philadelphia.

ELEVATOR LEGS THE GREATEST SOURCE OF DANGER.

Editor American Elevator and Grain Trade:—I am convinced that but few elevator owners appreciate the dangers lurking in the elevator legs, and I think the agitation now going on should be persisted in until the situation is fully understood, and a remedy applied.

A leg may be watched for ten minutes to make sure the load is not too heavy, and then in ten minutes thereafter it may choke and burn the plant.

One may search the country through and not find another piece of machinery that matches the elevator leg for mischief. Other machines may stop, but their stoppage is not fraught with the same disastrous consequences.

As has been repeatedly stated by writers in the "American Elevator and Grain Trade," the cup belt is encased out of sight, in a wood casing, and the head and boot pulleys have a clearance of but about one inch on either side, and therefore it cannot leave the pulleys, as it would do if in the open, in case of slippage. The belt must remain squarely on the face of the pulleys until burned off, if not relieved by stopping the machinery.

In my opinion, the legs of an elevator cause more trouble in operating a plant, create, directly and indirectly, more expense in repairs and cause more fires than all other things and conditions within its four walls.

I am thoroughly impressed with the importance of this subject and if I can contribute the least mite toward the correction of the destructive elevator leg, which I am convinced will save the country at large millions of dollars annually when fully accomplished, I will feel that I have done something worthy.

Yours truly, FRED C. BLODGETT,
Superintendent Pillsbury Elevator.
Minneapolis.

DECATUR MERCHANTS' EXCHANGE.

Editor American Elevator and Grain Trade:—I am pleased to advise you of the complete organization of the Decatur Merchants' Exchange. The idea of this exchange is similar to that of other grain exchanges in the country, as you will see from the following extract from the preamble to the constitution:

"Wishing to inculcate just and equitable principles in trade; establish and maintain uniformity in commercial usages; acquire, preserve and disseminate valuable business information; and with a view to avoid and adjust, as far as practicable, the controversies and misunderstandings which frequently arise between persons engaged in trade, when they have no established rules to guide them—we, the members of the Decatur Merchants' Exchange," etc.

We have secured commodious quarters on the ground floor of a new building to be erected by the Review Publishing Company, which will be known to the grain fraternity as the Merchants' Exchange. We will occupy temporary quarters on the second floor of the old Review building, which the new addition is to adjoin on the south, until the new building is completed, which is expected to be as early as convenience will permit.

The officers are as follows: President, F. M.

Pratt; vice-president, W. L. Shellabarger; secretary, C. A. Burks. The charter members are Suffern, Hunt & Co., Decatur Milling Co., Crocker Elevator Co., Shellabarger Mill & Elevator Co., Pratt & Co., B. S. Tyler & Co. and C. A. Burks & Co.

Of course, it is expected to keep the exchange open during the usual market hours, and to try to build up Decatur as a grain market. We have adopted state inspection and will provide for public weighers in the mills and transfer elevators in the city. Decatur, as you know, is a white corn center, and probably mills more white corn than any other market in the state; and the members of the Decatur Merchants' Exchange feel proud of the reputation which this market enjoys.

The constitution provides for standing committees as follows: On arbitration, appeals and inspection and weighing, with the provision that other committees may be appointed as necessity would suggest.

The Decatur Merchants' Exchange extends a cordial invitation to members of other exchanges, regular dealers and milling consumers to visit and co-operate with them in the interest of the grain fraternity. The secretary would gladly furnish any information concerning membership, and answer inquiries on other points which would come under his supervision.

Yours respectfully, C. A. BURKS.
Decatur, Ill.

INSPECTION METHODS AT TOLEDO.

Editor American Elevator and Grain Trade:—If you will take the rules of inspection of the different markets and compare them carefully, you will find that there is no particular difference as far as rules are concerned. It is the interpretation of the rules that the different heads of departments and inspection committees put upon them. As for government control furnishing a solution to these rules, it would be all bosh, as you can take any market that is under political rule and they have to maintain an army of samplers to see that the grades are equal in quality to that which is purchased by any outside market doing business with them.

The only thing that I think would promote uniform grades in the country would be for each exchange to be allowed to govern itself and its inspection department, and then get together as a national board of grain men, and adopt such rules and put such interpretation upon them, that there could be no mistake in the meaning as to grade and quality.

Another way would be to take the suggestion that was offered at the chief inspectors' meeting at Des Moines, and have the different chief inspectors of this country exchange average samples at the beginning of each crop year for a comparison with their own. It would go far to end the controversy between different markets. They would also have an average sample to compare with the grain purchased from different markets at all times.

You ask if I am satisfied with the inspection department at Toledo, and I will say that I am. Toledo market has been very liberal in allowing me to visit all the markets of this country, so that I keep in touch at all times with markets that we do business with. Our inspection department is authorized by the Ohio state laws, under which the Toledo Produce Exchange is incorporated, and from which I receive my appointment from year to year.

I have absolute control of our first-class inspectors, whom we keep at all times. As long as an inspector is honest and faithfully discharges his duty, and adheres strictly to the laws of the Toledo Produce Exchange, he need not fear politicians or anybody else, as that is the kind of service the Toledo Produce Exchange is looking for.

Our laws are stringent in governing the regular elevators of Toledo. We allow no special binning of our 2 or 3 wheat in regular houses. Therefore we can maintain a good average of 2 and 3 wheat, and it is sold on elevator certificates instead of samples.

The inspectors at all times have access to the regular houses, and have the grain run over when

they think it is necessary. We also have a system of cleaning in our elevators which is governed entirely by the inspection department. If, for instance, a car is dirty or full of chaff the inspector markets his ticket, cleaned to 2, or 3, wheat, and it is cleaned under the supervision of a regular inspector stationed at the house. The inspector then gives the ticket to the elevator for the grade of which it is cleaned, and it goes into the bins as regular 2 or 3 wheat. My inspectors have all been with me since I was made chief inspector of this market. The Toledo Produce Exchange gave me instructions to hire the best men money could get.

Yours respectfully,
E. H. CULVER, Chief Grain Inspector.
Toledo.

GOVERNMENT SUPERVISION OF GRAIN INSPECTION.

Editor American Elevator and Grain Trade:—It was with great satisfaction that I learned, after my address at Des Moines, that the United States government had taken up the subject of grain grading, through the Agricultural Department, and had been at work on an investigation of the subject for several months. As I understand it, this investigation was set on foot not only to find out if the grading of grain could be put on a scientific basis and at the same time be made practical, but also to see what could be done in the way of improving the general quality of grain grown in this country and find what, if anything, can be done to prevent loss by deterioration of grain in transit.

After a talk with Mr. Carl S. Scofield, who is making this investigation for the Agricultural Department, I have come to the conclusion, and agree with him, that all this can be accomplished, but it will entail a complete revolution of the present methods of grading and require some years of study, and the education of the trade to a new order of things. This is bound to come, for its accomplishment will mean the elimination of state or governmental politics, doubt and uncertainty, and will require a much higher order of education in the inspector, in his especial line, than is now required. On the broad principle of "the greatest good to the greatest number," every man who is interested in a just and equitable grading of grain should do what he can to help along this investigation.

It is expected that much good can and will be done by the Chief Grain Inspectors' National Association, recently formed, and whose next meeting will take place some time during the winter, providing the chief inspectors can get sufficient support from the authorities under which they act. But I think the United States government is in much better position to carry out the scheme of uniform inspection than any other authority, and with the government and the Chief Inspectors' Association working together, grain inspection could be put on a satisfactory basis under the present methods, as one would be a help to the other.

Inasmuch as the scheme, as outlined at the beginning of this article, will take some years to perfect and put in operation, I believe that a scheme for government supervision, on the basis of present methods, should be instituted at once. The rules for grading, as now obtain in the different markets, are of little value or assistance to the inspector as descriptions of grades, and as a rule they are the product of "long ago." The changes in them have not kept pace with the constantly changing condition of crops and methods of the trade. The number one grade in most grains is not now used (as in the case of corn), thus leaving in most markets only two grades into which sound corn can be placed, making of necessity a very wide range in each grade, and a corresponding wide difference in the intrinsic value between the top and bottom of each grade. On the other hand, sharp competition has brought the difference in price between one grade and another very close together, with the result that it is impossible to express intrinsic worth with the grades as they now exist. I believe this one thing causes more dissatisfaction and trouble than any other, and yet

it is not within the province of the inspector alone to correct it.

I believe rules could be compiled to use in grading grain that would be fairly accurate descriptions of such grades. We know enough about the existing conditions and practices of the trade to correct some of the abuses which have, in one way and another, crept into the inspection business, by making them say what will and what will not be allowed in each grade, also, more grades should be used, and as many as is necessary to express intrinsic worth in comparison with the top grades and difference in price between one grade and another.

My idea is for a government supervision of the present inspections rather than a distinct government inspection, with a view to making them as uniform and useful as possible. To accomplish this I would have a conference participated in by representatives of the grain trade and the officials of the Agricultural Department; this conference to formulate a set of rules and descriptions of grades. Also to make up a type sample of each grade, such rules and type samples to be kept for reference at Washington, as well as distributed to the different inspection departments, where they now exist or are needed. Inspectors are liable to get very far apart when grading by rule alone, but I believe that any inspector worthy of the name can grade to a type sample without going very far wrong.

If the movement went no farther than what has been suggested above, I believe it would do much toward making inspections more satisfactory and uniform. But a government inspector could be employed to advantage by traveling from one market to another and keeping all informed as to what other markets are doing. Furthermore, the government could institute a board of inspectors, with power to license such departments as desire to issue United States inspection certificates; to revoke such licenses in cases where inspectors are found to be dishonest or incompetent, or who do not keep up the standards. They should also be empowered to hear and decide appeals. Other ideas of importance might be brought out by the brighter minds of the trade to the end that a model grain inspection system may be perfected in our country.

For the benefit of those who may be interested in this question, I quote the following from a letter to me by a brother chief grain inspector of an important market: "I have thought for some time that the true solution of this intricate problem of grain inspection was to turn it over to the government. If there is any trade or commerce that is both interstate and international it is the grain trade, and it ought not to be controlled locally. The elimination of all jealousy and a spirit of helpfulness among the grain inspectors of the country would be a long step forward, as long as present conditions exist. Where local conditions govern as they do now, theory and practice must sit and gaze at each other from magnificent distances."

Yours truly, J. D. SHANAHAN.
Buffalo, N. Y.

UNIFORM INSPECTION RULES AND NATIONAL GRAIN STANDARDS.

Editor American Elevator and Grain Trade:—This question is one that can be viewed from as many standpoints as there are markets concerned, therefore, in its discussion it should be approached in a broad-minded manner, without regard to the effect of national grades and rules upon any particular market or section.

National grades and rules presuppose governmental direction. Is there any demand for this? If there is a demand, does it come from a source that is entitled to respect from the commercial organizations and the progressive men who have placed America in the forefront of the world's source of food supply? If not from such, then no other is worthy of consideration. The talk of a few theorists or the opinions of that class of would-be reformers who are ever with us cannot be construed as constituting a demand. I repeat, it must come from other sources. I am strongly of the opinion that from intelligent and progressive grain producers, dealers and exporters, there will

be a determined opposition to governmental interference in this business.

The government has expended many millions of dollars to supply farmers with seeds, but after all, the farmer and the merchant together have decided which variety will attract the foreign buyer and best meet home requirements, and the high-sounding names attached to the seeds sent out by the Department of Agriculture never have increased the yield or helped the marketing of the product.

The government has for years expended large sums in gathering crop statistics, but nevertheless their crop reports do not command the confidence of business men, and are mostly used by speculators to manipulate the markets against the interests of those whom the crop reports were originally intended to benefit. This want of confidence is so general that a strong conviction is spreading that the government should abandon its crop reports entirely.

Having these experiences before us, is it reasonable to suppose that government grades and inspection rules will command any more respect than its other efforts in behalf of the grain business. There would be no attention paid to such grades or rules by the various grain inspection bureaus of the country, and it will naturally follow that they will fall dead, unless enforced by national laws, and such laws, to be constitutional, will be for the purpose of revenue, and we would then have another taste of the obnoxious revenue tax.

The application of such laws will be by government inspectors, and every grain producer, handler and exporter can imagine what this means. The greatest grain market in the world is now under a governmental inspection, but it has not experienced unalloyed happiness under political management; and surely outside interests do not look upon it with a feeling of admiration, but rather with sympathy for those who have to submit to it; and dread that it might be adopted elsewhere.

There being no demand for governmental interference in this matter, then why should it be discussed, or even agitated? If any reasons had been given for such a departure, they could be discussed and confuted; and in reply to such suggestions attention can be called to the growth of America's grain business, which has gone steadily forward under constantly improving methods of conducting it. The systems of grain inspection in existence in this country are not theories, but have been built up by experience and the necessities of the business of handling grain, and no community or market will relinquish what they have developed in this manner without a contest.

Grades can never be absolutely uniform. Difference in production and the requirements of different markets are conditions that operate against any fixed standard. However, the tendency in recent years has been toward a more even and regular condition, and this will continue until a point has been reached that will be as near uniformity as is practical under any management. It is absurd to say that the government can formulate grades and make rules that will be as fair and satisfactory as those that have been established by business organizations based upon the experience of over a quarter of a century and under a general desire to dispose of our products in a manner to secure for our producers the highest prices the world's conditions will allow.

The farmer has nothing to hope for from government inspection, because experience convinces him that in the distribution of favors by the government, little, if anything, ever falls to his lot except glittering promises and rainbow hopes, and he will find the government grain inspector an inexorable taskmaster, as any other customs official, and he will miss the grading now in use, which has some elasticity and does take into consideration crop conditions as far as it is right and proper to do so. If there has been even an imaginary want for absolutely uniform grading, it is wearing away gradually by the better understanding and closer relations existing between the grain inspectors of the United States.

Several years ago, the National Hay Association requested the chief grain inspectors of the different

cities to attend its annual meetings. This invitation was very generally accepted, and the annual conferences of the chief inspectors resulted in much good. The Grain Dealers' National Association made a similar request for their attendance at the Des Moines meeting, October 2, 1901, in response to which there was a larger attendance of grain inspectors than upon any previous occasion.

At Des Moines was formed the Chief Grain Inspectors' National Association, and among its aims is the general advancement of the grain trade and the closer association of the different cities in regard to grading; also the prevention of misunderstandings. In fact, they intend to do in a practical businesslike manner those things which political theorists may profess, while at heart their motives are very different. The Chief Grain Inspectors' National Association is started for substantial and sensible reasons, but it will cease to exist when national grades are established, because any man who has been sufficiently fair and independent of influence to work himself up through a period of years to the position of chief, is too independent to submit to the exactions of a political manager. In this I believe I voice the sentiment of nearly every grain dealer and inspector in the United States.

Our Baltimore system of grain inspection is in every respect a model one. The inspectors have had many years of active experience, and are thoroughly proficient in their work, and having been trained under a system controlled by honest, conscientious and experienced men, they are imbued with that feeling of independence which would not tolerate improper influences, and, therefore, have the confidence and esteem of the entire grain trade of our city.

Yours truly, CHAS. McDONALD JR.,

Chief Inspector.

Baltimore, Md.

CONNERS WANTS HIS MONEY.

Now that the deal is permanently off, W. J. Conners of Buffalo wants his \$50,000 returned by the Montreal Harbor Board. This sum was put up by him as an "evidence of good faith"—a guaranty that he would build the elevator as agreed by him on consideration of leasehold given him by the Harbor Board. Mr. Conners apologizes for his failure, which has cost him from \$30,000 to \$40,000, in addition to the deposit of \$50,000; but he says the apparent instability of purpose of the Board prevented him from financing his scheme. The Board, on the receipt of Mr. Conners' letter, adopted a resolution declaring that Mr. Conners had failed to carry out his contract, and that an action had been entered in court asking for resiliation of the lease. A copy of this resolution, as well as of Mr. Conners' letter, were then forwarded to the Minister of Public Works and the Minister of Railways and Canals, to see if they had any suggestions to make concerning the subject matter of the letter.

OHIO GRAIN DEALERS' MUTUAL FIRE INSURANCE ASSOCIATION.

The Ohio Grain Dealers' Mutual Fire Insurance Association completed its organization on October 24 by a meeting of the incorporators. The following directors were elected: J. H. Motz of Brice, A. E. Clutter of Lima, J. B. Seymour of Kenton, C. E. Groce of Circleville, Fred Vercoe of Columbus, and ex-officio President H. S. Grimes of Portsmouth, Secretary J. W. McCord of Columbus and Vice-President C. H. Tingley of Columbus. The following executive committee was chosen: C. H. Tingley, Ph. Schneider of Columbus and J. H. Motz.

It is the intention of the Association to put a man in the field immediately to survey risks and secure the necessary applications for not less than \$100,000 insurance, with which the Association hopes to commence business by issuing policies by January 1, 1902.

This Association is formed on lines to furnish insurance to grain dealers at actual cost, eliminating the greater part of the large expenses, such as

high salaries, commissions and other office expenses incident to the business of the board companies.

OHIO ASSOCIATION MEETS AT COLUMBUS.

If the summer meeting of the Ohio Grain Dealers' Association is known as an outing, the fall meeting is doubly a business session, as only matters of more or less importance to the trade were considered at the meeting at the Chittenden Hotel, Columbus, Ohio, October 24.

President Grimes, in calling the morning session to order, spoke of the fact that the meeting was the second fall meeting which the Association had held, and said a few words regarding the meeting of the National Association at Des Moines and the large attendance and enthusiasm shown at its sessions.

Secretary J. W. McCord gave his report in which it was shown that the Association had enrolled 137 active members, of which number 107 were regular grain shippers, the rest being receivers, track buyers, brokers and railroad men. All had paid their dues with the exception of 19 members. The cash balance in the treasury amounted to \$275.

A paper was read by A. E. Clutter of Lima, Ohio, on the subject, "Do We Receive Benefits from Association Work?"

President Grimes, in referring to the next paper, "The Grain Dealers' Association as Beneficial to the Producer," by C. B. Jenkins of Marion, said that in many places farmers had an idea that meetings of grain dealers were held to their detriment. Mr. Jenkins' paper would throw some light upon this subject.

E. A. Grubbs, Greenville: In our neighborhood the farmer seems to be better satisfied with the uniform prices which the dealers are able to give through association work than those in localities where there are no associations.

M. E. Weimer of Rosewood spoke about the value of the telephone in the grain trade, as it enabled dealers to communicate more freely together.

Mr. Johnson, Baltimore: Farmers are better satisfied, as a rule, if they are receiving uniform prices.

S. E. DeWolf, Marion: I have been in the grain business since 1855, and had a law suit over the first grain I bought and won the case. I am firmly of the opinion that we ought to establish and maintain prices, and I think also that if there is any one on earth who deserves remuneration for his labor it is the farmer. Grain dealers are still confronted by the bag evil, and they ought to get this off the market. When we count and patch up our bags at the end of the year, we generally find we haven't much left. I would also like to see corn bought by the 100 pounds as it would save us a lot of trouble.

Mr. Johnson said that he and his competitor had adopted the 100-pound rule and now would not return to the old system.

John W. Yeazell, New Moorefield: I believe in buying corn by the 100 pounds, but to adopt the system in a neighborhood where it has never been in use will necessitate a lot of figuring. I adopted a rule this season of charging one-half a cent rental per day for sacks, and it has worked well. Farmers now only come the night before they want to use the sacks instead of a week before, as formerly, and they return them as soon as they are through with them.

L. W. Dewey, Blanchester: I do not agree with Mr. Yeazell that farmers will not buy grain sacks. In our neighborhood we have ceased loaning sacks and farmers now own their own bags and are satisfied.

W. Hardman, Cable: I am in a hotbed of scoop-shovel men and have had to endure them, as I have received no assistance from any source. I found that grain was shipped by the scoop-shovel man in my territory to a receiving firm in Baltimore. Now, we could get rid of these people if the railroad would give the preference of cars to the regular dealers.

Mr. Turner: At one time we loaned sacks to

farmers, but instead of sacks we now loan them a wagon box. In our territory we buy ear corn by the 100 pounds and find it satisfactory. In regard to the scoop-shovel man, he has given us more or less trouble. He does not ship very far from home—generally to Cleveland.

E. E. Nutt, Urbana: I believe in association work and think the man who does not is a back number. These questions are pertinent and can be solved by our Association.

A. E. Clutter thought the Association should employ an attorney to go after the scoop-shovel men, and also that demurrage should be used to force them out of business.

Secretary McCord said that Mr. Hardman should have brought his troubles before the Association earlier. Receivers in all markets are becoming interested in association work and their cooperation would kill off the scoop-shovelers.

G. W. Lamb, Hooker, spoke about trouble along the Hocking Valley Railroad caused by the agents of Circleville firms buying grain from farmers and shoveling it on track. He thought it would be cheaper in the long run for the Circleville firms to buy of the regular dealers than to pay the expenses of an agent.

President Grimes: Our secretary is ready at all times to take up these difficulties, but he must be notified before he can do anything for you.

Mr. Koehler also said that he was troubled by brokers' agents.

The chair appointed G. W. Lamb, J. P. McAlister and S. E. De Wolf a committee on resolutions.

An adjournment was taken for luncheon.

AFTERNOON SESSION.

The afternoon session was opened by a paper by C. H. Tingley of Columbus on the subject, "Corn, Cool and Sweet, Warm and Hot, Any Old Kind of Corn." This paper appears on another page of this issue.

President Grimes warmly congratulated Mr. Tingley on his very excellent paper and announced that the subjects touched upon therein were open for discussion.

E. E. Nutt: I think the paper interesting and suggest that it should be published. Sometimes I have thought that New England got their fuel from this hot corn. I am going a little after the track buyers. A little over a year ago they urged shippers to sell and ship their corn, saying that it was going through cool and sweet. Later, trouble came. It is quite a hardship to the dealer to have corn come back to him after he has bought and paid for it.

E. W. Seeds: About three years ago our firm thought we might prevent the arrival of hot corn in the New England states by inspecting it in Columbus. We kept this practice up for two or three years and then stopped it. Once we had three cars loaded at Circleville which we inspected at Columbus and found hot. The shipper asked us to rehandle it and send it to New England. The corn arrived in New England in good condition. The rehandling made it good. The same thing happened on corn from Kingston. We wired the shipper that the corn was hot, but he would not believe us until he came and saw for himself. It is almost impossible to tell what corn will do under all circumstances.

O. P. Cheney, Canal Winchester: Dealers are not careful enough. A small amount of hot corn will heat thousands of bushels. I have a crib of ample size, and either I or my son examines all the corn that comes in. If it is not in condition to go to the sheller, we leave it until it is. If you handle corn right to start with, and select it carefully, you will have no trouble.

In reply to the question: "How do you find bad corn in the bottom?" Mr. Cheney said it was dumped very slowly and could be watched.

W. Ward, Ashville: It looks to me as though the reason we have more hot corn than formerly is because New England people want to have hot corn. I have found that New England has found it profitable to have hot corn. Corn is frequently, also, too long on the road.

The president said in his experience the cause of hot corn was too much haste in handling it. Farmers should not be urged to bring it in until it was ready for shipment.

Mr. Penny: I believe that Mr. Tingley's paper should be placed in the hands of farmers, and I move that the secretary be instructed to have the paper published in pamphlet form and a number of them sent to each member of the Association for distribution to farmers.

Mr. De Wolf moved to amend the motion by sending it also to the Ohio Farmer and Stockman for publication. The motion as amended carried.

Secretary McCord asked Mr. Grubbs if he had adhered to his resolution last year not to handle corn before November 15.

Mr. Grubbs replied that the resolution had been adhered to and that this year the date was fixed at November 11 for handling corn. Mr. Clutter said that in seeking to facilitate shipments to the seaboard dealers should keep in close touch with the railroads, as they could get better service by doing so.

Mr. McCord: You all know that direct billing cannot always be given, but we are trying to arrange to hold the eastern man responsible if he holds corn more than forty-eight hours at junction points.

J. P. McAlister read a telegram from the National Hay Association, requesting the influence of the Ohio Association before the Interstate Commerce Commission at Chicago, on November 6, in securing a reduction from the present classification of hay to its former class.

President Grimes appointed J. P. McAlister, A. E. Clutter and L. W. Dewey a committee to draft suitable resolutions embodying the sense of the Association on the subject.

M. E. Weimer said he had never had trouble with hot corn, as he never bought it early.

J. B. Van Wagener, London: I think that the dealer is largely responsible for his losses on corn. If he buys and handles it carefully he will not have much trouble.

President Grimes thought the problem would be solved if dealers in the same territory would not handle corn until a definite time.

Mr. Yeazell asked for an expression on the condition of the present crop. He said that in Clark County a farmer had filled his wagon from eleven shocks last year, and this year it took thirty to fill it.

In response to inquiries one dealer reported his neighborhood would give 125 per cent of a crop. Three dealers reported 75 per cent; 6 dealers, 66½ per cent; one dealer, 60 per cent; 22 dealers, 50 per cent; 2 dealers, 33½ per cent.

The president appointed the following committee on arbitration: J. P. McAlister, Columbus; Myron Silver, West Jefferson; J. H. Motts, Brice.

The chair also appointed A. E. Clutter member of the governing board to succeed W. J. Ross, resigned.

E. W. Seeds, Columbus, read a paper on "Short Weights; Cause and Prevention."

Secretary McCord read the following resolutions, which were adopted:

Resolved, That any track buyer who knowingly buys grain of scoop-shovel men shall not have the support of regular grain dealers.

Resolved, That the Ohio Grain Dealers' Association requests the general freight agents of the various lines doing business within our state to take such action that their agents do make proper and sufficient bills of lading in all cases as per billing given, if same conforms with existing rules of shipment.

Resolved, That this Association asks its officers to urge upon the railroad companies to formulate a system of rapid transportation for corn which shall be received by them for long hauls, especially to facilitate quick transportation of new corn, so long as there is danger of heating en route.

Resolved, That we tender a rising vote of thanks to the Columbus grain dealers for the sumptuous dinner tendered us.

A motion provided that the question of putting an organizer in the field to work through the entire state should be referred to the governing board with power to act.

E. W. Seeds moved that the arrangement of the

time and place for holding the spring meeting be left with the governing board with power to act. Carried.

Mr. Tingley said that he hoped the Association would take steps to fight some of the railroads on claims caused by delayed and hot corn. A precedent should be established, and the prestige of the Association would give some weight.

E. W. Seeds said that he thought that every dealer was interested in this question. Some cars have been en route for thirty days. We had a few hot corn claims last year, but we had no delays long enough to warrant us in taking up a claim against the railroad. I would move that a judiciary committee of three be appointed to determine what could be done legally on claims caused by losses on corn due to delays in transit. The motion prevailed, and the president appointed on this committee E. W. Seeds and E. W. Scott, Columbus, and J. B. Van Wagener of London.

Mr. McAlister, chairman of the committee to draft resolutions covering the request of the National Hay Association, read the following resolution, which was adopted after a spirited discussion:

Resolved, That the Ohio Grain Dealers' Association, in convention assembled at Columbus, O., October 24, 1901, do hereby declare that the present classification of hay is unjust; and we hereby petition your honorable body to favorably consider the action of the National Hay Association to have hay restored to sixth class.

Resolved, That a copy of this resolution be forwarded to the chairman of the Interstate Commerce Commission.

J. P. McAlister moved that the secretary be instructed to address a communication to all the general freight agents of the state, requesting that the rule requiring the loading of cars to full capacity be rescinded until January 1, 1902.

Secretary McCord announced that he had at hand a complaint against one of the members of the Association, but thought the matter could be taken up by a special committee.

The chair appointed on the committee, M. A. Silver, J. H. Motts, T. R. Herr.

Secretary McCord spoke briefly of the formation of the insurance association under section 3,686 of the state statutes, and of the opposition met with from the insurance commissioner. He said, however, that the attorney-general had ruled against the commissioner, and that the Association expected to be ready to insure grain elevators by January 1. With \$100,000 of risks the insurance association would be ready for business.

The meeting adjourned.

CONVENTION NOTES.

Pennsylvania was represented by C. A. Foster, Carnegie.

The sessions were kept posted on the markets by E. W. Seeds, Columbus.

The E. A. Grubbs Grain Company of Greenville, Ohio, was represented by E. A. Grubbs.

The Millers' National Insurance Company was represented by C. A. McCotter, Ann Arbor, Mich.

The market of Toledo had but one representative present—the red letter man, Fred Mayer, of J. F. Zahm & Co.

All the grain cleaning business in sight was captured by A. S. Garman, representing The Huntley Manufacturing Company, Silver Creek, N. Y.

Railroad men in attendance included A. L. Gilmore, agent of the Traders' Despatch Fast Freight Line; Huntington Fitch, agent Erie Despatch; George T. Chamberlain, agent White Line.

The city of Columbus was well represented, the dealers present being E. W. and Karl Seeds, J. W. McCord, A. S. and C. H. Tingley, J. P. McAlister, C. E. Switzer, E. R. Woodrow, George Williams, Percy R. Hynson and E. W. Scott.

Columbus dealers followed their usual custom of serving luncheon to the visiting grain men, and at 12 o'clock noon the Association adjourned to the Chittenden dining-room, where an elaborate course dinner was served. No time was taken in speech-making, however, and as soon as luncheon

was over the business session was resumed in the hotel parlor.

Among the dealers who came were C. B. Jenkins and S. E. De Wolf, Marion; H. S. Grimes, Portsmouth; A. E. Clutter, Lima; C. P. Bauman and O. P. Chaney, Canal Winchester; E. M. Dull and R. Chenoweth, Celina; C. S. Dewey, Blanchester; West Hardman, Cable; J. H. Motts, Brice; E. E. Nutt, Urbana; A. Penny, Gettysburg; J. B. Van Wagener, London; M. E. and E. D. Weimer, Rosewood; J. W. Yeazell, New Morefield; H. C. Wagener, Pleasant Corners; G. E. Allinger, Jackson Center; J. R. and W. A. Aisdorf, Centerburg; W. E. Cook, Brice; George Dorn, Madison Mills; E. M. Fullington, Marysville, and F. G. Fullington, Milford Center; W. B. Gramlich, Renton; W. S. Turner, Bremen; R. Turner, Avery; G. W. Lamb, Hooker; Charles E. Grace, Circleville; C. F. Barthouse, Morral; J. Bierbricher, Bellevue; Ed Bennett, Galena; S. G. Chamberlain, North Lewisburg; J. F. Coppack, Fletcher; C. C. Taggart, Plain City; W. A. Rauderbaugh, Greenville; J. E. Pierson, Sunbury; E. F. Sherman, Edison; J. W. Simmons, Pemberton; W. D. Rapp, Sabina; M. F. Crissman, Manchester; R. G. Calvert, Selma; R. B. Gordon, South Solon; M. Gunning, Chillicothe; E. P. Hastings and W. R. Starrett, Cedarvale; A. Herr, Mingo; H. W. Johnston, Huntsville; J. W. Channel, Melvin; W. Slauson, Piqua; J. B. Seymour, Kenton; Robert Colton, Bellefontaine; E. F. Custerborder, Quincy; George Crewell, Plain City; J. R. Johnson, Baltimore; W. T. S. Kile, Kile; S. W. Kissler and J. P. Gundy, Carroll; F. and James Reichelderfer, Reeseville; Chris Lohre, Eldorado; L. A. Mennel, Toledo; W. A. Monnett, Monnett; C. Rhonemus, Reeseville; G. McMorran, St. Paris; W. O. Patty, Fletcher.

CORN, COOL AND SWEET, WARM OR HOT.

[A paper by C. H. Tingley, of Columbus, Ohio, read at the fall meeting of the Ohio Grain Dealers' Association, at Columbus, October 24.]

When our worthy secretary assigned me this subject to talk on a little about to-day, he certainly was very liberal with me, and considerate of me, in that he gave me a wide field in which to operate and great latitude in which to work. "Corn, Cool and Sweet, Warm or Hot, and Any Old Kind of Corn." In Mr. McCord's letter requesting me to write this paper, he said: "The subject looks funny, but it isn't so funny as it looks." To this sentiment, I immediately gave a good, hearty, old fashioned Methodist "Amen."

There are some funny features about such corn as my subject mentions, but there are many more that are not so funny, as all of us who have been in the business any length of time can attest. Until very recently it was commonly regarded as a fact that this corn, which is at times such a pleasure to us and again is the cause of so much annoyance and anxiety, was a native of America. But since the so-called "open door" into the Celestial empire has been established by the recent unpleasantness over there, certain very ancient Chinese books have been resurrected which contain very excellent representations of the corn plant as it appears to-day, growing in our fields, say in the month of August. This discovery has led some to suppose that our so-called "Indian corn" may possibly be a native of the Far East. I suspect that some of us, at times, at least, have wished it had ever remained there. But, after all, good corn, properly handled, is a very convenient article to have around, and is at most times a source of profit to that dealer who is content to handle on a living margin what rightfully belongs to him and who does not try by fair means or foul to get not only what really belongs to his territory, but also all that may have been raised in two or three of the adjoining counties.

My subject speaks of "Cool and Sweet Corn." What modern grain dealer is not acquainted with this term. "Cool and Sweet?" . . . There was a time, and not very many years ago either, when nothing was known about this term "Cool and Sweet." In those days the seaboard markets were

about the only outlets for the Ohio crop. Then dealers had to buy their corn as best they could, start it to some seaboard market, say Baltimore, Philadelphia or New York, and take what it was worth when it arrived. Some of the older members of this Association undoubtedly remember when this state of affairs existed. But modern methods have materially changed, simplified and, I trust, made safer the business of handling corn. To-day the warehouseman buys the farmer's grain and five minutes after doing so can turn around and sell it to arrive "Cool and Sweet" to somebody here, there or yonder, thereby pretty nearly, in most instances, at least, assuring himself of about what profit or return he will receive on his investment. He is not compelled to run the chance of consigning unless he so desires.

This "Cool and Sweet" feature of the corn business is the pleasant part of it. But my subject intimates there is another side to the business of handling corn. It says something about "Warm or Hot Corn." There are some kinds of "Hot Corn" that most of us enjoy. That may sound strange. Let's see. What is nicer to eat than good hominy or pop corn, johnny-cakes, luscious roasting ears or corn meal mush with maple molasses—all hot? The youngest to the oldest here can attest to the truth of this statement. . . .

"Hot Corn"—the real thing—is like some other features of the grain business, a comparatively modern invention. I went into the grain business as a mere boy (24 years ago) and in those days we knew comparatively nothing about hot corn. Just why it did not heat in transit then and does now, I do not exactly know. It may have been that in those days the small cars prevented it. Then, 500 bushels of corn in a car was a "jumbo" load, 24,000 pounds being the maximum weight. Again, in those days it did not take forever and a day for a car of corn to go 500 miles; it went through quickly and arrived in good condition. Now, the railroad officials kick like bay steers if the warehouse man does not load his car with 60,000, 70,000 or 80,000 pounds of green corn; and instead of this large bulk going through to destination within a week or such a matter, as it should, it takes from one to two months to make the journey.

Another reason, I presume, why corn did not get hot years ago, was because the warehouse man then did not commence to receive it in the roasting ear stage. He waited, at least for the milk in the grain to harden, before he attempted to shell it. I have at times thought if some of our modern warehouse men would only use tin cans into which to put their first receipts of new corn, instead of Panhandle or B. & O. cars, there would be fewer claims for hot corn through the fall season. The track buyer of to-day is certainly in a very unenviable position during an epidemic of "hot corn," several of which we have passed through during recent years. I have thought it might be well to give a brief synopsis of one day's experiences of a track buyer, during one of these "hot corn" epidemics.

He goes to his office in the morning with fear and trembling, wishing the day were over before it has fairly begun, and the first thing that confronts him is the messenger boy, with from one to a dozen long, juicy, collect messages, advising him of the fact that his car, or cars, as the case may be (all the numbers written out in full in the message and each number counting for a separate word), have arrived at destination "hot, rotten and worthless—please wire disposition immediately." Before he has had time to recover his breath from this, the first shock of the day, the letter-carrier arrives, and in the mail he brings, it may be, from one to a dozen letters from some of this track buyer's friends down East, who have received this hot corn, and in these letters are full details of what an awful condition his corn is then in.

One letter may say that there were sprouts from one inch to a foot long over the top of the corn. Another says he had to hire men with picks and shovels to get the corn out, and the dust and steam from this hot corn were so bad that the men could hardly remain in the car. Another man writes that his corn is so bad that he does not know what in

the world to do with it; that he had to hire some old vacant warehouse or barn in the town in which to spread it out to cool, and that it is there at your risk and expense. Another letter may possibly inform you of the fact, of course pleasant to learn, that the very least discount at which he will accept your car of hot corn—number so and so—is 25 cents per bushel; stating further that papers would be forwarded you at once and requesting a remittance of amount shown due him by return mail.

Another man writes that he positively will not have the corn at any price, and the quicker you get it moved to some other place the better it will be for you; that the corn has swelled so that the sides of the car are bulged out from the expansion within; and that the railroad company will have a damage claim against you for the destruction of their car if the matter is not attended to at once.

Some of these letters, my friends, may be from some of your best customers, who have, perhaps, both wired and written you, previous to this time, that owing to the fact that there is some corn arriving East hot, they want you to be very particular in what you send them and to ship them nothing about which there is the least danger; that they do not want "hot corn" at any price; have no place for it, and positively will not use it. See where the poor track buyer is placed under such circumstances, and how embarrassing it is to deal with such conditions as these.

By the time you have gotten through perusing this very pleasant reading matter, the express man has arrived with, perhaps, a half dozen boxes (charges collect, of course) containing samples of corn, some of which is green with mold, others that smell musty enough to knock a horse down, and others as black as your hat—all of which are exceedingly pleasant to behold—each of these boxes containing a type sample of one or another of your cars.

By this time you have perhaps summed up sufficient courage to go to the telephone and inform your warehouse friend that his car of corn, number so and so, has arrived at destination in one or another of the conditions mentioned above and ask him what shall be done with the property. The dialogue which sometimes follows the receipt of this information would not look well on paper, nor sound well spoken under any conditions other than those mentioned above. There is sometimes a strong smell of brimstone, even over the 'phone, attending some of these conversations. It is a fortunate thing for us grain men that the telephone companies do not rigidly adhere to their rule of removing boxes from offices when profanity, sometimes, at least, slips out over the wire.

Much of the remainder of this typical day, about which I am talking, is very likely taken up with similar talks with other of your friends; in wiring your representatives East, long, expensive messages, giving them instructions what to do and how to do it in order to take care of this "hot corn" to the very best possible advantage and with the least possible loss to your friend, the elevator man, from whom you have bought it. Because, gentlemen, this (to save our friend's loss) is after all the great object we track buyers have in view when trying to whittle down or prevent hot corn claims. The saddest and most disagreeable feature of the grain business, from our standpoint, is that of making claims. I am sure I am voicing the sentiments of every track buyer in Columbus and elsewhere when I make this assertion.

When the evening of this typical day arrives, and the major portion of the day's work is over, the finishing touches are put upon it by checking over a long list of cars you have running East to ascertain which have arrived at destination, which should have arrived, but are not yet in, and to put tracers, either by mail or wire, after each and every delinquent. This, gentlemen, is not an overdrawn or exaggerated picture of some of the track buyer's duties and experiences during one of these unfortunate "hot corn" epidemics. It is true to life, as every track buyer can attest, whether he is located in Columbus, Greenfield or where not.

But please do not think for a moment that we

track buyers imagine we have all the troubles in the catalog at a time like this. We know better than to think such foolishness. We know full well, gentlemen, both from experience and observation, how unfortunate it is, as well as provoking, to be placed in the position of the elevator man, with his guarantee out to protect his goods, and then have these miserable things happen to upset and spoil many of his calculations upon having a pleasant and profitable season's business, handling corn. The noble, manly way in which the Ohio shippers have responded to these unfortunate claims in the past speaks volumes for their integrity and uprightness, and also demonstrates very conclusively the fact that they have a just conception of the validity of a contract, and know what it means to make their word good. All honor to such men. May these "hot corn" epidemics in future be few and very far between.

I do not wish to appear in the role of a pessimist, but it seems to me that the dangers attending the handling of new corn this year are far from few. To commence with, we have a poorly matured crop; much of the corn seems to be, as yet, quite soft, green and chaffy. Of course, there are some sections and some fields in which the corn is exceptionally nice; but taking the crop as a whole, I do not believe we can handle it with safety short of a month later than we commenced handling it last season. Then, again, the different railroad lines are so crowded with freight of all kinds now that the movement of grain must certainly be very slow this fall. All the railroad men tell us this. We have recently had some shipments out so long that if the cars in question had contained new corn, we doubt very much if their contents would have brought sufficient money at destination to have paid freight. Consider the present temperature of the weather, too, if you please—summer heat, when we all should be wearing our overcoats. This is another danger that confronts us now. It may be all right to ship soft corn when the thermometer is at zero, but not when it is up in the 80's, as at present.

Then, again, cars must be loaded up to, or beyond, their capacity, and to this rule the railroad companies make no exceptions whatever. This is another danger confronting us.

Then, to load even 50,000 pounds of green corn in a car and run the chances of its not reaching final destination for sixty days looks to the writer very much like attempting to operate a powder mill in Hades—very risky business. The man who undertakes it is like the bull that tried to butt the express train off the track—you admire his grit, but have a very poor opinion of his judgment.

You may say, and rightly, too, that I have pointed out some of the dangers in shipping this kind of corn, but have said nothing about any of the preventives that may be resorted to in order to avoid a repetition of past sad hot corn experiences. I hesitate to even hint at what I might suggest as preventives, fearing lest I offend my friend Grubbs in attempting to give such advice, because he certainly wears the belt, and justly too, as the champion adviser of the state of Ohio in counseling shippers (in his daily circulars) how or what to do in this, that or the other emergency. With Mr. Grubbs' consent, however (because I do not wish to snatch the laurel from his brow), I will make two suggestions. The first is, don't begin to handle this new corn, no matter what your competitors may do, until you are reasonably sure it is safe to ship; and the other is, that you clean the corn thoroughly, even though you may have to run it through your machinery two or three times, before letting it go forward. By all means do this rather than ship it out with either dust, fine mealy dirt or pieces of cobs in it, because the experience of every track buyer is that there is nothing in the world that will cause corn to heat in a car quicker than the above mentioned dust and dirt.

The last part of my subject, friends, speaks about "Any Old Kind of Corn." I believe the day for "any old kind of corn" is past forever. There was a time when such corn would fill the bill; when it made no difference whatever whether it was "ringed, streaked and striped or speckled,"

"red," "calico," "blue river," "bloody butcher" or what not—it all went; because the seaboard, as mentioned before in this paper, was the only outlet for the Ohio shipper, and a seaboard buyer in those days cared very little what the color of the corn was, just so its condition was fairly good. But that day is past. That seaboard market which furnishes corn for export most uniform in color and condition is the popular market to-day on the other side of the water; and woe betide the unwise dealer who attempts to palm off now on either the seaboard or interior buyer "any old kind of corn." Some, perhaps, may have tried to do this in years gone by, but know to their financial sorrow it does not work now.

From the time the farmer selects his seed corn in the spring until the corn is ground up and put into the meal sack, must this process of selection go on. In the corn business, as in many other avenues of trade, it is a case of the survival of the fittest. The farmer who is the most careful in the sorting of his seed in the spring is the farmer who gets the best money for his crop in the fall, other things being equal. And that dealer who is the most careful in his shipments and on whom you can depend to furnish exactly what he sells is the man who receives "top notch," if there is any "top notch" going. I presume many of us to-day can recall instances of dealers who in their shipping experiences thought that "any old kind of corn" would fill the bill, and in consequence of this erroneous impression they are to-day either back numbers as shippers or are bankrupts.

The United States government has awakened to the fact too, that "any old kind of corn" will not do in these days of fierce competition and mighty struggle for supremacy. It realizes that if we are to secure and retain a firm hold upon the European buyers of this valuable cereal we must produce and export nothing but the best. The inferior and the second grades must be relegated to the back seats. The farmer who wishes to elevate the standard of his herds and flocks does not think that "any old kind" of parent animals will suffice with which to do this, but he selects the best of its kind to perpetuate his herds; and so the farmer must do in the selection of his seed corn. We believe this question of encouraging the raising of good varieties of corn and discouraging the raising of those that are not desirable rests largely with the elevator man. By paying a premium for the good varieties and discounting the poorer he can in a very short time effectually eradicate the poor and perpetuate the good.

We know of some sections of Ohio where ten or twelve years ago it was impossible to find a crop of either good straight white or straight yellow corn; but the dealers in these sections, by paying a premium for one or the other and discounting "any old kind," soon drove this latter out of the fields and out of the cribs, and to-day these undesirable goods cannot be found in the localities mentioned above, even though you were to hunt for them with a fine-tooth comb.

I will not protract this paper further, lest I weary you with much speaking, but will state in conclusion that I shall feel amply repaid for what I have endeavored to do here to-day, if I shall have been the means of bringing about even a little closer and more friendly feeling between the elevator man and the so-called track buyer, and of enabling each to understand better the difficulties and trials of the other; and also of preventing, not only this year, but for all times to come, the shipping of such corn as may be liable to heat in transit. Let us each and every one remember that in handling corn, as in many other affairs of life, the "ounce of prevention is worth the pound of cure."

New England and the East are asking for No. 3 white oats beyond the capacity of the Chicago market to supply them at current prices.

Profits on Kansas wheat lands are said to be about 15 per cent on the investment. A Sumner County man has \$31,000 invested in Kansas wheat farms, on which he realized this year \$6,232.55, or a trifle over 20 per cent.

"CALUMET K."

It is a hopeful omen when an interesting romance can be woven from the threads of ordinary life, and that such a story should be successful with the public as well is evidence of a healthful change in the popular estimate of fiction. While there is now and always has been both poetry and romance in everyday life, the world has been surfeited with fiction that has sought motives and themes in the unnatural, the unusual and too often in the hideous and inhuman.

It is refreshing therefore to find a successful story having as its theme the building of a great elevator and told in a way that claims attention from first to last. "Calumet K," appeared originally as a serial in the Saturday Evening Post of Philadelphia. It made such a decided hit that The Macmillan Company, New York, has now issued it in book form, making a handsome volume of 345 duodecimo pages, very creditably illustrated by Henry C. Edwards. The authors of the story are Henry K. Webster and Samuel Merwin, who have previously collaborated in "The Short Line War" and "The Banker and the Bear." It will add to the interest of many in the story that Mr. Webster is the son of Mr. T. K. Webster, president of Webster Mfg. Co. Both the authors have assisted in the construction of a big elevator and the coloring of the story is therefore from life.

The story itself can hardly be reviewed in these brief limits. "Calumet K" is a 2,000,000-bushel elevator, being built against time, by Charlie Bannon, who acts as foreman for the contractors. A wheat corner, the walking delegate, a railroad and business rivals are some of the obstacles that Bannon encounters. But he is one of those combinations of tireless energy and natural sagacity who never admit such a contingency as failure. He completes the elevator on time and there are sufficient intervals of leisure to permit the development of a little romance in which the stenographer figures as the heroine. It is a good, clean, inspiring story, well told, from first to last. In Charlie Bannon is recognized a truthful portrayal of the sort of men who are the salt of American business life. The reading of such a story does more than help pass a couple of hours agreeably; it acts as a tonic to the man of affairs and as a stimulant to the young.

NEW RULE IN BEAN TRADE.

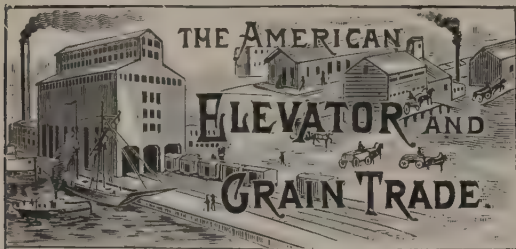
The receivers of and dealers in beans in Greater New York have at last decided that the standard weight of a bushel of white beans, whether pea, marrow, medium or white kidney, shall be 60 pounds. For more than thirty years it has been the custom to claim 62 pounds, and in 1896 this was established by the New York legislature as the legal weight, but the dealers have continued to claim the extra two pounds, and growers have allowed it, often without protest, some because of ignorance of the law and others because they feared if they did not allow the "two pounds of shrinkage" per bushel they would have to hold them until dry, although, in fact, the buyers still claimed the shrinkage if the beans had been drying for a year.

But Michigan, which is the largest producer of beans in the Union, long ago enacted that 60 pounds should be a lawful bushel, and the tendency in most eastern states has been for 60 pounds, so now it is likely that there will be a uniform system.

The weight of the red kidney and red marrow will continue as before at 58 pounds to the bushel.

A new thrasher, designed by a North Dakota man, has a 50-inch cylinder and has turned out 5,000 bushels of wheat per day.

The schedule of the St. Paul & Kansas City Grain Company, filed October 15 at Minneapolis, shows liabilities of \$845,000, with assets of \$807,000. Nearly \$500,000 of the debts are unsecured. The employees of the company were ordered paid on October 24. Grain tickets unpaid, for grain bought of farmers, amount to \$107,124.33.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., NOVEMBER 15, 1901.

Official Paper of the Illinois Grain Dealers' Association.

LANDLORD'S LIEN LAW.

The movement in Iowa to remodel the landlord's lien law should begin now with the education of the members of the legislature to the justice of a change. In doing this it should not be forgotten that the landlords will be on hand to protect their rights as well as their privileges, which now are out of all proportion to the rights of others. The lien law of Iowa, as, indeed, is that of some other states, is jug-handled and the landlords only can take hold of the handle. The law needs readjustment to put all interests on an equality. The tenant should have his rights, the landlord his, and the grain dealers and merchants theirs.

How can this readjustment be brought about? Without pretending to offer an expert's answer to this question, it would seem at first flush that any change of the law that would require the landlord to exercise reasonable diligence in the collection of his rent would be sufficient, coupled, of course, with notice to the public as to terms of the lease and the character of the rental. There should be a definite time stated prior to which the rent should be collected, if payable in kind, just as a chattel mortgage is made payable on or before a stated date, prior to which the public purchases at its own risk and after which date the mortgage is released or renewed, with notice to the public.

It ought not to be difficult to secure a modification of the existing law on these or similar lines, by which all the equities would be fairly adjusted. And were they so equalized, there would need be no more friction with a lien law than there now is with a chattel mortgage law.

THE INTERSTATE COMMERCE INQUIRY.

It has been said that the President is responsible for the Interstate Commerce Commission's recent inquiry at Chicago into the hay and grain rates. It would be like the President to tell the Commission to "get busy." He is a busy man himself and last of all men in the country who can endure idlers about him. However the truth may be, the inquiry at least was timely, and it should prove sufficient, however inconclusive in itself, to inform the United States Senate that the complaints of rate discriminations made by shippers in the West, both of hay and grain, are not foundationless.

It was shown by hay shippers that the reclassification, taking effect January 1, 1900, simply revolutionized the hay trade of the West. It drove western shippers wholly out of the Eastern and New England markets and forced them to find new outlets in the South and Southeast. With even more conclusiveness, since the testimony came from the railway men themselves, it was shown that the published grain rates are never the actual rates, which are always lower. The railway men offer excuses for this fact, such as lake competition; but while lake rates may account for the low rates during the navigation season, they do not account for the studied disregard of the published rates, which are supposed to be a guide for shippers, but which in truth are such only—as is inferred from the phenomena of the trade—to those shippers whose business is not large enough to serve as a club.

"Railroad rates," said Henry Wade Rogers at his Yale inaugural, "have become the air in which industries breath; it is within the power of railroad corporations to construct the industrial map of the United States." Limited as the inquiry was, the evidence taken last week at Chicago strengthens this opinion and ought to convince legislators who have any sense of common fairness that government supervision of rates and classifications ought to obtain in the interest of shippers and carriers alike. All shippers are entitled to a published rate and no better rate; the railroads themselves have acknowledged repeatedly their inability either to be fair to individuals or to protect themselves. They ought not now to object to the law's trying to protect both interests.

WEIGHING AT KANSAS CITY.

The Kansas City Board of Trade has at last decided to take charge of the weighing of grain in that market. It has been nominally under the control of the states of Missouri and Kansas, but, in fact, the elevators weighed the stuff they handle, subject to no other check save that exercised for the last few years by the Check-Weight Bureau of the Kansas Grain Dealers' Association. The latter Bureau was abandoned on November 1, after a career of marked usefulness in a line of work from which the Kansas City Board of Trade should have relieved it long ago. A market that can't, or does not attempt to, protect its patrons from the grafters within its own limits ought to feel like smashing its looking-glass. However, at last reform has come. The Chicago system is to be introduced. If now the city on the Kaw

can find another Foss it will be lucky. But even a Foss can't put an end to short weights so long as shippers continue to load defective cars and trust their grain en route to the Lord, forgetting He is not in the railroad business "out West."

MUTUAL INSURANCE.

Recent supreme court decisions in Iowa and New York have sustained former rulings that the various mutual fire insurance companies are not limited liability companies, and that no stipulation to that effect by the insured can avail to limit his liability. There is nothing new in all this. It is as old as the common law. Intelligent purchasers of mutual insurance understand it perfectly, and the fact does not lessen the value of such insurance. The peculiarity of mutual insurance which commends it to those who seek protection only is that the management both offers ample protection and also is able to give that protection at a reasonable rate by reason of the economy of its administration, and also because of the care with which its risks are selected in the first place and kept in the condition of desirable risks by the constant watchfulness of its inspectors. Mutual insurance discourages fires by putting and keeping its risks in such condition that they do not burn from other than strictly legitimate causes; that is, causes beyond the control of the individual exercising all reasonable care. This was the theory on which the first mutual company was based. It has in the last fifty years amply justified the expectations of its founders by a saving of 50 per cent on the cost of insurance, with ample protection to the insured.

UNIFORMITY OF INSPECTION.

Not the least interesting and potentially valuable result of the Des Moines convention and its exhibit of grain samples is the renewed interest in uniform inspection. Uniformity has been declared an iridescent dream of the academic reformer who is always worrying people with impracticable schemes. But is it so?

For the first time the chief inspectors have spoken on the subject, and the "American Elevator and Grain Trade" is pleased to present in the Communicated Department of this issue the views on this important subject of inspectors at several of the most important markets. They differ in many points, but Mr. McDonald of Baltimore seems to stand alone on the point that there is no demand for uniformity, and that if there were the physical difficulties involved in federal civil service would be an insuperable bar to uniformity in practice.

But, after all, a reading of the inspectors' remarks suggests the thought that the difficulties are not so overwhelming. The most important element in the matter is the inspection of contract grain, the grades of which are not numerous, and, as is suggested by Mr. Shanahan, the use of type samples would greatly simplify the uniform inspection of these grades, for while inspectors will grade very differently when inspecting by rule, they will grade quite similarly when inspecting by sample.

Very naturally Mr. Shanahan, as inspector at Buffalo, has his eye on export grain, the grad-

ing of which only it is at this time proposed that the government should supervise in the interest of the farmer, for, with due respect to Mr. McDonald, the farmer has an interest in the inspection of export grain, if it be true, as publicists tell us, that the ultimate price of grain is made in Liverpool, for obvious reasons. In the inspection of export grain, then, may be found the nib of the controversy. Let this be once established and maintained by inspection to grade to type samples and not by rule, then domestic inspections will naturally gravitate sooner or later to the same typical standards.

ACCIDENTS HEREDITARY.

An insurance man at Kansas City has projected the paradox that accidents are hereditary; that is, that the tendency to personal injury through accident is hereditary, or "runs in families." Such people are naturally incautious; they take risks; they do not avoid danger; they are reckless, and so on. The agent named says that where the mortuary records are available, the proof of his theory would be quite an easy task. Without indorsing the theory, it is only fair to say that it has the appearance of plausibility. From a practical point of view, it is at least suggestive. If the son of a man who burns up an elevator by neglecting his elevator legs until they choke and the belt sets fire to the head learns nothing from his father's experience and the net result of that experience is to create a tendency in the son to do the same thing, applicants for places in elevators will have to carry pedigrees and the family diaries with them as "guarantees of good faith." The same may be said of the man who lets the gasoline tank leak and flood the engine room and then tries to start up the engine without knowing the engine room is loaded—with the vapor. As such things have happened, it may be a good thing to know that that fact is indicative that they are more than likely to happen again. Queer, isn't it?

EASTERN BUYERS PLUCKED.

Not a few complaints have reached association officials of the central states from eastern buyers of the rascally conduct of certain so-called track buyers, who have been in the habit of invoicing shipments in excess of the actual weights and making draft on the fictitious weights. Of course, when the trick is discovered the bird has flown or proves to be financially irresponsible, and the buyer down East is left to nurse his righteous wrath as his only satisfaction. There seems to be no doubt that the complaints are fully justified, and an effort will be made by the associations of grain dealers to uncover and root out the rascals. It is even possible that some prosecutions may be instituted in Ohio in the near future.

In the meantime, however, it ought not to be necessary, although it seems to be, to remind eastern buyers that it is a very easy matter for them nowadays to obtain information as to reputable dealers in the Central West and West, and that they ought not, without first seeing and weighing the stuff, to pay drafts made by men of whom they know nothing, and especially by men who live in another state, where the laws governing transactions of this kind may differ

from those of the buyers' own states, a fact that always complicates the problem of a recovery from a sharper, even in the event that the shipper is pecuniarily responsible.

In the absence of other information, eastern buyers should confine their transactions to members of grain dealers' associations or of reputable boards of trade. Prima facie, those men are square, and they rarely prove otherwise.

ENDING THE CAR FAMINE.

In view of the fact that the car famine is now as severe as it has ever been in America, the announcement that the eastern roads have practically arranged to abolish the mileage system of charging for the use of "foreign cars" and substitute the per diem charge, is encouraging. Even a layman can understand the gross abuses that may grow out of the mileage system.

Privileged interest may object to the change, since with the old system will go many advantages they have enjoyed, not shared by the hoi polloi of the shipping trade. But those privileges may well be sacrificed by the roads and will not be mourned by those who hope that the stimulus of a per diem charge for use of a foreign car will facilitate the movement of grain and measurably assist in putting an end to the intolerable delays from which shippers to the interior of Pennsylvania, New England and the Southeast have suffered in times past.

THE FINAL WORD ON CORN.

The November government crop report is inclined to be bearish. Estimating an average yield of 16.4 bushels on an average of 82,821,000, the total yield is thus estimated at 1,358,000,000 bushels, against an indication of 1,270,000,000 bushels in the October report. The report had been more or less anticipated, and curb prices at Milwaukee were about one-eighth cent below the official close at Chicago on the 11th.

The report does not, however, determine the character of the crop, which, so far as early arrivals indicate, is damp and soggy and promising trouble. Perhaps even more than usual buyers should hesitate this fall to handle new corn until it shall have had ample time to cure and become safe to handle. Corn runs into money too fast now to be handled by guess. While further west, grain dealers do not have the hot corn proposition sprung on them in quite the same shape that it confronts the shippers of Ohio, Indiana and some parts of Illinois, nevertheless the suggestions of Mr. Tingley to the Ohio dealers, published elsewhere in this issue, will certainly offer some suggestions worthy careful attention by all dealers.

Secretary Bewsher of Nebraska, in his October bulletin, very properly suggests to his Association that the aggregate of crops in that state, from the bushel standpoint, being greatly reduced, "it behooves dealers to show even a greater spirit of harmony than they have shown before if they are to make a living, to say nothing of a profit, out of what there is to handle." This is a business "symphony" that ought to be within pondered daily—hourly, if need be.

THE ANTI-TRUST CRAZE.

The prosecution of Secretary Smiley in Kansas by populist states attorneys is said to have awakened to a sense of their self-importance certain "persecutors" of Texas, and the attorney-general of that state is said to be preparing suits to be brought against members of the Texas Grain Dealers' Association for alleged violations of the anti-trust law of that state. The absurdity of the business is indicated by the statement from Austin that "the Association is held to be to a large extent responsible for the big increase in the price of grain and its products in this state."

Of course, this anti-trust craze will have to run its course—all popular crazes founded on ignorance of economic conditions always do have to exhaust themselves like epidemics of measles. It is hoped, however, that the decision at Omaha recently by Judge McPherson of the Federal Court will hasten the end.

Judge McPherson's decision declared unconstitutional a Nebraska law of 1897, which prohibited, among other things, insurance companies from forming any combination for the transaction of business or from making rate agreements. This prohibition did not extend to all combinations, but actually exempted from its provisions all associations of laboring men and other like combinations. The insurance companies secured a preliminary injunction restraining the state officials from enforcing the law, and the Federal Court made the injunction permanent, on the ground that the law is class legislation and that the clause prohibiting the insurance companies from forming any compact as to rates and methods of doing business is a restraint upon the right of the parties to make contracts.

All the state anti-trust laws are similar in form. Labor unions are specially authorized by law, and they may, and do, practice many sorts of petty or serious tyrannies without coming in conflict with the statutory law, the public's only relief therefrom being through the common law. Farmers, too, are specially permitted to form restrictive combinations which may have for their purpose the identical crime (?) for which Secretary Smiley has been fined and for which the Texas dealers are to be indicted.

Now, there may be some illegitimate combinations which need the curb of legal restraint. Perhaps the attempt of a late populist governor of Texas to get control of all the iron ore recently discovered in eastern Texas, or of a certain lumber company which is now trying to pocket all the yellow pine mills of the same section of the state, may be of that nature, but that kind of "trusts" is not the game state laws are made to kill. At any rate, the remedy for trusts can never be found in an attempt to solve the problem by off-hand state laws which so far have had only the effect to harass, obstruct and injure legitimate business, instead of curbing pernicious combines. The decision of the Federal Court is valuable, therefore, not only because it will probably nullify the crude Nebraska law, but because it will discourage other states from taking like hasty and futile steps and will bring relief to parties now suffering persecution under similar laws in other states.

EDITORIAL MENTION

Don't forget that the feed mill can always find something to do if you work it right. It pays.

The ship subsidy bill is still heard of, although the rate to Europe on grain is so low that it is cheaper to keep it afloat than in storage.

Keep your local secretary posted regarding matters which properly belong to association work. Don't wait until the next meeting before calling it to his attention.

Commencing on November 15, a "car lot" at Toledo, in the absence of otherwise specified quantities, will be 800 bushels of wheat, corn or rye, and 1,250 bushels of oats.

The "bursting bin" sounds well in fall poetry, but it is much cheaper to employ an architect than to have the country carpenter's bins give way under a load of 50-cent corn.

The first car of new shelled corn reached Chicago on October 16, via the Burlington, from northern Illinois. It was no grade and was sold by F. E. Winans at 48 cents f. o. b.

A meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will be held at the Summit House, Creston, Iowa, December 6, commencing at 1:30 p. m.

The Montreal elevator matter has progressed to the stage where it has been turned over to the tender mercies of the launderers of dirty linen, and the wash is now going through the local newspapers.

The plum tree in the Minnesota inspection office has been stripped. Out of a total of 226 men on the rolls all are new men save 40, and few of these are populists or other adherents of the late administration.

The Trans-Siberian railroad has been completed, so far as laying the rails is concerned, from Moscow to Vladivostok, via Manchuria. This is an immensely important event, but it is so more largely from a military than from a commercial standpoint at present.

"Attempt" is one of the biggest words in our vocabulary. Try to keep on friendly terms with your competitor; try to keep your secretary posted about the scalpers; try to keep your elevator on an economically working basis; try to make some money (not all of it); and you'll do it.

The Ohio Grain Dealers' Association has been making great progress since a year or two ago it abandoned the idea that it had no other mission than a social one. The social features are still very attractive, but with an organizer in the field, as now proposed, the Association, before the annual meeting in June, must certainly largely increase its membership on the business proposition alone. Its usefulness will

be limited only by the promptness with which members report their grievances and necessities to Secretary McCord.

The Farmers' Elevator Company of Sletting, Minn., has brought its affairs to a crisis by asking the United States Court at Minneapolis to declare it bankrupt, the debts being \$11,600. Is this fate of the company the fault of the "elevator trust" or the farmer elevator habit of playing the spread?

It would pay shippers to get type samples of the grains they handle from their market inspector and grade their grain at home to those standards. Cleaning always pays. Country dealers can do this at home and make the profit that there is in it just as well as to turn it over to the buyer at the terminal.

Gov. Odell has completed a personal survey of the New York canals, on which he will base a recommendation to the next legislature. Meantime, the various commercial bodies in New York interested in the canal are trying "to get together," their lack of harmony having prevented any action by the last legislature.

The Grain Dealers' National Association has opened a permanent office at 77½ Traders' Building, on La Salle street, Chicago, opposite the Board of Trade Building. Here Mr. Stibbens, the new secretary, will have his headquarters, and here he may be found every day during office hours, unless called from the city on business.

An Alabama coöperative storekeeper advises western corn farmers to ship direct to the southeastern consumers through the coöperative stores. This might be referred to the interesting coöperator, Jimmy Butler of Kansas. The western farmer who has had his eye teeth cut, however, will ship corn that-a-way with a string tied to it.

The jury has said the Central Stock Exchange of Chicago is not a bucketshop. This might be rough on the government, whose treasury would suffer the loss of a bucketshop license fee and the half of the (double) tax hitherto paid by the concern on its transactions, if the verdict were a final one as to Uncle Sam—which it isn't, of course.

The Grain Dealers' National Association has prepared copies of the anti-bucketshop resolution adopted at Des Moines, which dealers are requested to forward with private letters to their members of Congress. All grain men ought to be interested in this matter, for the miscellaneous gambling encouraged by the bucketshop is undoubtedly as detrimental to the interests of legitimate business as it is inimical to the morals of the community.

The Kansas anti-association crusade has reached a new phase at Gove City, where John T. Jones, grain dealer, has sued one W. P. Harrington, newspaper publisher, for libel. Harrington accused Jones with being a member of the Kansas Grain Dealers' Association, and, therefore, he has been "robbing the farmers." Here certainly is a chance. If Mr. Jones has a good lawyer and can get a decent jury he ought to make Mr. Harrington "sweat blood"

a while, for it ought to be possible to show even a Kansas country jury that "robbery" is the last of the purposes of the Kansas grain dealer, in or out of the Association.

Elevator men in Minnesota are accepting the fact of the jurisdiction of the state over them in the exercise of its police power and are taking out the license required by law. The law is not specially severe in the exercise of this supervision, and the tax is only a dollar. Its most objectionable feature is the exercise of the power to demand at any time a statement of the details of the business done by the individual elevator.

The contest between the Christy Grain Company of Kansas City and the government over the bucketshop tax on transactions, which the Christies refuse to pay, finally came to a crisis on October 26, when the government's agent sold out the furniture. The manager of the building bought in the stuff, and the company resumed. The Christy crowd certainly have their nerve with them—rather more so than the government seem to have, in fact.

Fire underwriters profess to be very much amused that the National Hay Association should contemplate the organization of a mutual fire insurance company. Just why this should appear "funny" is not very clear. The hay men certainly are not devoid of brains, and the technicalities of insurance are no secrets. "When, therefore, in the course of human events, it becomes necessary," etc., for obvious reasons, there is nothing absurd in the hay men's following the lead of other sufferers from exorbitant rates into mutual protection.

Toledo will follow the lead of Chicago and will send no delegates to the National Board of Trade convention at Washington in January next. The National Board has been an expensive luxury to the individual exchanges, each of which it has cost on an average a thousand dollars per meeting. The results have been nil, barring the fun had by the delegates, for the transactions of the National Board have been conspicuous rather for their indorsement of legislative grafts than for anything else. The National Board of Trade may once have had a legitimate mission, when organized thirty years ago, but whatever that mission was it has long since been forgotten, and the Board may as well die now and save further expense, as well as the "faces" of the exchanges opposed to graft.

The Agricultural Department is about to begin the annual donation of seeds to such farmers as are willing to sacrifice their dignity by becoming beneficiaries of the state, whose largess is distributed on recommendation of members of Congress, who in turn expect that recipients of the seeds will remember the individual congressmen when they vote next time at a general election. The donation will this year be twice as large as usual, but the seeds will not be twice as bad as they have been, for that is not quite possible. It seems to be now a work of supererogation to characterize or satirize this really disgraceful pauper donation to persons not paupers, the original purpose of which has long since been lost sight of and has

been removed by the work of the experiment stations; but so long as there are farmers to accept the petty donation there will be cheap-skate congressmen to propose it.

Seed shippers who are careless are doomed to frequent disappointments. The great trouble is, as Zahm says, that the majority of shippers are not careful enough when buying from the farmer and pay the No. 2 price for rejected. Zahm's advice to shippers is about this: "Pay no attention to the price of prime seed. The price of poorer grades has gradually gone to a larger discount under the prime, owing to the abundance of low grades and only a fair shipping demand. If shippers will examine their seed very carefully and watch the range at which bright, fair and poor No. 2 and rejected sell, and buy on a basis of that range, they will have no cause to complain."

The board companies contemplate another "lift" of elevator rates, but graciously assure the victims that "it will be only slight." This is something, of course, but if the business is, as alleged, so unprofitable, why not put some thought on the elimination of bad risks, instead of all of it on rates? It is manifestly unfair to punish Smith and Jones, whose elevators are good risks and do not burn, because those of Jenkins and Robinson do burn, never having been expected to do anything else. If agents were not quite so willing to gamble that the queer risks they take to get the commissions will not burn during the time insured for, the rates generally might perhaps be lowered and still yield a profit.

There have been recently alleged complaints emanating from different sources, of the processes of purifying grain. An inquiry into the matter develops the fact that a number of reputable grain men in the trade have been handling purified grain for several years past to the entire satisfaction of those using it. They claim that the system of purifying grain has passed the experimental stage; that the grain, after being purified, has been subjected to chemical analysis and found to be improved both in quality and appearance. There have been several bleaching outfits installed in the last six months by some of the best parties engaged in the trade, and the satisfactory working of these plants would seem to indicate that the system of bleaching grain is one of the innovations in the trade that is going to stay with it.

There is a rumor afloat in political circles that the Chicago grain inspection department is to again be reorganized by Illinois' young business administration governor. Aside from laying off a number of inspectors, for whom there is no work, owing to declining grain receipts, it is hinted that Inspector Bidwell is himself to be promoted to the Railroad and Warehouse Commission. At any rate, Mr. Bidwell would in that position know something about the business, which some folks say is more than anyone on the commission now does. Mr. Bidwell "knows nothing" about all this, but it is said Col. Dan Hogan, registrar of warehouse receipts, has erected a rod to catch the lightning as it falls about the chief inspector. As Mr. Bidwell has shown decided capacity as chief in-

spector, being the first practical grain man who ever held that office, the carping critic of the administration would say that were offense enough to cause his removal.

The "mummy" corn grower has taken a new tack in Pennsylvania, for Mrs. Swoger of Bridgewater was told her seed came from Jerusalem—taken from ruins "many hundred years old." Naturally, "the corn differed materially from any known varieties in this country." Seth Gibbs, who planted Cliff Dwellers' seed 2,000 years ago in Will County, Illinois, got a crop that "would not mix with other kinds of the cereal." Certainly not. Corn with a pedigree of that length ought to be expected to be too stuck up for anything like trotting in the class of common corn. But somehow it seems a kind of mixing of metaphors, a la Peoria, so to say, where we are told by the Star of that city that "the fact that it has brace roots sometimes two and three feet in length is probably due to the fact that nature made extra provision for providing against the severe gulf storms of the early days," as we didn't know before that the Arizona Cliff Dwellers planted their corn on the shores of the gulf.

In view of the hypercritical stand of the German press in relation to all things American, which can never quite suit our continental contemporaries, the affairs of the Cassel Grain Drying Company, which failed some time ago, must be exceedingly shocking to our virtuous critics, seeing that the failure has all the accompaniments of the rottenest types. After paying preferred creditors, the others will receive about 1 per cent only on their claims of \$4,000,000, while the shareholders lose everything. The receiver's examination also showed that the directors had doctored the balance sheets of the company from 1895 to 1900, creating artificial assets to the value of nearly \$12,000,000, and distributing dividends and bonuses to the amount of about \$5,000,000. It also appeared that the company had been kept afloat for years with funds supplied by the Leipziger Bank. Indeed, it would be difficult to parallel the rascally features of the case by any American failure of recent years.

Another "gigantic" scheme has been projected in Kansas, which is alleged to have emanated from the brain of one H. B. Giger, a wheat grower near Independence, and which is said to be "spreading rapidly." This is none other than an agreement by farmers "not to raise an acre of wheat in 1902;" and to the propaganda of this amazing absurdity each signing farmer is expected to contribute \$1.00. Various schemes to make money out of nothing have "come out of the West," but this rather takes the pastry. The originator of this precious folly says "there is no politics" in it, but apparently there must be something else there, and it would appear that however successful or non-successful Mr. Giger may be as a farmer of the land he knows enough of Kansas farmer character to make farming there pay with almost any old kind of fake, from Jimmy Butler's coöperative scheme to this latest idiocy that all farmers can get rich by growing nothing. But why should Kansas father all these queer touches?

IN THE COURTS

The McCaull-Webster Grain Company of Minneapolis has asked for a writ of mandamus to compel the C., M. & St. P. R. R. Co. to accept cars from it for delivery at the Wabash or Union elevators at Council Bluffs, Iowa. The writ was granted.

E. P. Ruten has begun an action against the McKivick Grain Company at Minneapolis to recover the sum of \$2,925. The complainant alleges that the defendant company sold him out, in a 50,000-bushel deal, contrary to his orders; whereby he lost the sum named.

The Albert F. Remy Company of Mansfield, Ohio, has begun an action against the McDonald Grain Company of Bay City, Mich., to recover the sum of \$181.50. The action is on an alleged contract by the defendant to sell to plaintiff 200 bags of peas, October delivery, 1900, for \$1.50 per bag. The peas were not delivered.

C. G. McNeil, of the McNeil Grain Company, has filed a claim against the estate of J. B. Wills at Sioux City to recover \$1,000 of loaned money. The estate's defense is a claim that the money was for use in the bucket shop business of J. B. Wills & Co., which was not a recognized legal business, hence the obligation is not legal.

Joseph B. Oliver brought an action against the Raymond & Pynchon Company of Milwaukee to recover \$9,000. The suit grew out of a wheat deal in 1898, when Oliver bought 65,000 bushels of December and 65,000 of May wheat. He alleged that one deal was closed out late in December and one late in April, and the company presented him a bill, and deducted from the margins he had put up \$8,968.85, saying the bill was for storage, interest, insurance, taxes and commission. Oliver alleged that the wheat was never bought and consequently the charges are illegal. The jury, however, decided against him, holding that the transaction had served the ends of the purchaser, though there may not have been an actual transfer of wheat but only a shifting of warehouse receipts.

THE MEETING AT STREATOR.

The Illinois Valley Grain Dealers' Association held a largely attended meeting at the Plumb House, Streator, Ill., on the evening of October 31, President Hogan occupying the chair.

Secretary Mowry, of the state association, was present and gave a talk on association work.

One of the principal topics discussed was the question of storage of grain for farmers. It was clearly demonstrated that there was no money in the practice, either for the grain dealer or for the farmer and, therefore, many were at a loss to see why so many grain men continued to store for farmers and also why farmers continued to offer grain for storage.

The greater part of the evening was spent in exchanging views on the yield and condition of the new corn crop. In general, dealers reported about one-half a crop and quality not up to what it should be. The meeting adjourned to meet in one month.

NATIONAL ASSOCIATION COMMITTEES.

The following committees of the Grain Dealers' National Association have been announced:

Transportation.—C. M. Harrington, Minneapolis, Minn.; Thos. Costello, Maroa, Ill.; Fred Mayer, Toledo, Ohio; G. L. Graham, St. Louis, Mo.; E. L. Rogers, Philadelphia, Pa.

Arbitration.—H. H. Peters, Chicago, Ill.; Jay A. King, Nevada, Iowa; J. W. Swift, Battle Creek, Mich.

Executive.—B. A. Lockwood, Des Moines, Iowa; George A. Stibbens, Chicago; A. R. Sawers, Chicago; J. W. McCord, Columbus, Ohio; J. P. Harrison, Sherman, Texas.

Trade Rules.—W. N. Eckhardt, Chicago; J. L. Wright, St. Louis, Mo.; W. W. Cargill, La Crosse, Wis.; John C. Robb, Kingfisher, Okla.; Chas. England, Baltimore.

Trade Notes

The G. T. Honstain-Cooley Co., Minneapolis, Minn., has been awarded a contract by Taylor Bros. for erecting a 250,000-bushel fireproof tile elevator at St. Louis Park, Minn.

The Olds Motor Works, with general offices at Detroit, are erecting another mammoth factory building at Lansing, Mich. This will be used for the manufacture of automobiles.

Nordyke & Marmon Co., Indianapolis, Ind., manufacturers of all kinds of feed grinding mills, have completed and are now occupying the addition to their burr mill department. The building is now four stories high, and 50x150 feet.

J. Q. and C. H. Adams, of the Marseilles Mfg. Co., Marseilles, Ill., attended the recent meeting of the Manufacturers' National Association at Kansas City. The elevator supply department of this concern is working two hours overtime every evening to keep up with orders.

The Boston Woven Hose & Rubber Company, 185-7 Lake street, Chicago, have secured contracts for the belting required for the new Grand Trunk Elevator at Portland, Me.; for the Illinois Central Elevator at New Orleans, and for the Electric Steel Elevator Company's plant now in course of erection at Minneapolis.

J. F. White & Co., Racine, Wis., are now manufacturing their Universal Grain Dump and Elevator in a new building at 455 College avenue, Racine. The popularity of the grain dump in the short time it has been upon the market made necessary enlarged quarters for their manufacture and these have now been secured in the company's new building.

The Riter-Conley Manufacturing Company, Pittsburg, Pa., established in 1873, has grown to be one of the largest concerns of its kind in the world, and it is still expanding. A three-story office building, 160x48 feet, is now under way. Plans are being prepared for the erection of a large plant at Haysville, on the Ohio River, a few miles below Pittsburg, where steel-hull barges will be made.

A good steel roof, elevator or storage tank deserves a good coat of paint. This is particularly a case where the best is none too good. According to testimonials from many high authorities, published by the Joseph Dixon Crucible Company, Dixon's Silica-Graphite Paint, like all other graphite products made by this company, is undoubtedly the finest high-grade paint and metal preservative known to the trade.

Pan-American Exposition awards include the following: Otto Gas Engine Works, Philadelphia, gold medal on gas engines and bronze medal on railroad water crane. Dodge Mfg. Co., Mishawaka, Ind., gold medal on rope transmission, silver medals on iron split pulleys and wood split pulleys, bronze medal on friction clutches, and honorable mention on wood rim, iron hub pulleys. Munson Bros. Co., Utica, N. Y., silver medals on mill machinery and water wheels.

During the past season the Reliance Manufacturing Company of Indianapolis, Ind., has built twenty grain elevators. At the present time they have contracts for an 80,000-bushel house for Kirkpatrick Brothers at Freeland, Ind.; a 30,000-bushel house for Wilson & Boyd, Russellville, Ind.; a 40,000-bushel house for Shepard & Fisher, Needham, Ind.; a 50,000-bushel house for Bittle & Bittle, Wingate, Ind. All are to be equipped with the Reliance Company's Cleaners, Dumps, etc.

Stephens, Adamson & Co., Aurora, Ill., manufacturers of grain elevator machinery, power transmissions, etc., have opened an office in Chicago at Rooms 939-940 Monadnock building, with Mr. D. B. Piersen as manager. With an office so centrally located in this city, and the factory on the outer belt railway, connecting with all lines entering Chicago and having Chicago freight rates, the company can

certainly boast of being conveniently and favorably located, both for themselves and their customers.

We are informed that the popularity of the Gerber Improved Distributing Spout has kept the manufacturer, J. J. Gerber, Minneapolis, Minn., very busy the past season in supplying the demand of the grain trade. Very many elevators in the West, Northwest and Central states are now equipped with the Gerber Spouts.

Fairbanks, Morse & Co., St. Paul, Minn., have issued a new catalogue of mining machinery and supplies, which deserves notice quite as much as a perfect specimen of the binders, printers and engraver's art, as it does for its real purpose of furnishing a complete compendium of mining machinery. Besides mining machines the catalogue has listed a large number of the company's specialties and a number of pages are given to illustrating the Fairbanks-Morse Gas Engines and Scales with which the grain trade is familiar.

THE HAY CLASSIFICATION INQUIRY.

On Wednesday, November 6, the Interstate Commerce Commission, in session at Chicago, took up the hearing of the complaint of the National Hay Association against the Lake Shore & Michigan Southern and twenty-nine other railways included within the official classification territory, in which the complainants state that the rates obtaining in the territory east of the Mississippi River and north of the Ohio and Potomac rivers are exorbitant and practically prohibitive to the shipment of hay to eastern markets.

The plaintiffs were represented by Attorneys John B. Daish, E. Richard Shipp and Judge Charles C. Cole, of Washington, D. C., and Hubert E. Page of Chicago. Attorneys A. Moot of Buffalo and Judge G. W. Wall of Chicago, together with several other railroad attorneys, appeared in behalf of the defendants.

The classification committee raised hay and straw to fifth class on January 1, 1900. The National Hay Association protested to the traffic managers of the various roads before the adoption of the new classification, viz., as early as November, 1899. Their objections were ignored. In December, 1899, an informal hearing was had before the Interstate Commerce Commission, from which nothing resulted. Since that time the National Hay Association has made frequent protests to the railways against the change in classification, but to no avail; and finally, on August 6 of this year, the Association, through George C. Warren, president, and P. E. Goodrich, secretary and treasurer, employed John B. Daish of Washington, D. C., to file a petition for relief before the Interstate Commerce Commission. Mr. Daish associated with himself the gentlemen above mentioned as attorneys for the plaintiff, and filed with the Commission the petition which affords the basis for the present action.

After the preliminary introduction of statements fixing the status of the case, the calling of witnesses began. C. E. Bash, a hay dealer of Huntington, Ind., was the first witness. He was followed by C. E. Holmes of Portland, Ind.; J. L. Dexter of Detroit, Mich.; O. C. Morgan of Jewett, Ill.; F. D. Voris of Neoga, Ill.; A. E. Clutter of Lima, Ohio; C. E. Nichols of Lowell, Ind.; James W. Sale of Bluffton, Ind.; P. E. Goodrich of Winchester, Ind.; B. F. Jones, general manager of the P. R. Dedrick Company, manufacturers of hay presses, and George S. Bridge of Chicago, president of the National Hay Association. The testimony of all these witnesses was practically agreed on the important point that the increase in rates on hay due to the change from sixth to fifth class had shut out the western shipper from eastern markets; that previous to that change large quantities of western hay were annually marketed in New England cities, but that the increased rates had made that trade unprofitable and they had been compelled to seek other markets.

President George S. Bridge, of the National Hay Association, testified, in addition, to the fact that

the new classification had injured his trade; that his firm handled from 3,000 to 6,000 cars of hay annually, and that the cars were usually of ordinary size, about 8 by 7½ by 24 feet. He said that furniture cars were sometimes used for hay, and it was then possible to load from 35,000 to 48,000 pounds, but the railroads had made no efforts to provide hay shippers with a specially large car, as had been done for the furniture, farm implement, vehicle and other trades. While elevators and warehouses had been provided by the railroads for grain and flour shippers, no such accommodations had been made for hay. Hay and straw were unloaded at the expense of shipper or consignee, and the railroads rendered no assistance.

At the conclusion of Mr. Bridge's testimony, the complainant closed its evidence. Judge Wall, for the defendants, thereupon petitioned to dismiss all proceedings on the ground of failure of the evidence to sustain the petition of the complainant. Chairman Knapp, of the Commission, overruled the motion, and stated that the hearing would be renewed at Washington on December 9, when such evidence as the defendants may offer will be heard.

Many members of the National Hay Association were present at the hearing in Chicago, and remained until the end. Ex-President Warren decided not to go on the stand, as his testimony would be largely a repetition of that of preceding witnesses. The members of the Association present at the conclusion of the hearing expressed themselves as well satisfied with the progress of the case, and are confident that the petition will be successful. It is possible that, in case the sixth class is restored, the minimum carload weights will be raised to 22,000 pounds, but this would be of little disadvantage to the trade.

Wabash Elevator No. 4 at Toledo, with about 250,000 bushels of No. 2 red wheat in store, was made regular the other day.

Corn is selling at such a high price in Minnesota that the farmers are finding it unprofitable to feed, and are looking to cornstalks and other forage as substitutes.



HE STILL APPEARS AFRAID TO FOLLOW HER.

"Miss Wheat" has lately tried very hard to get Mr. Speculator interested, but (as our picture shows), he "hangs back"—acts bashful, and even though Miss Wheat looks and acts her best, and carries a nice basket of fruit (profits), Mr. Speculator doesn't appear anxious to get better acquainted with her. Will Miss Wheat "capture" him soon and thereby give us lively advancing markets?—Zahm's Circular.

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending November 9, as compared with same weeks last year, have been as follows:

Articles.	For week ending Nov. 9. Nov. 10.		For week ending Nov. 2. Nov. 3.	
	1901.	1900.	1901.	1900.
Wheat, bushels	3,030,000	1,294,000	2,927,000	1,339,000
Corn, bushels	705,000	3,728,000	562,000	3,959,000
Oats, bushels	32,000	259,000	264,000	1,280,000
Rye, bushels	43,000	30,000	35,000	44,000
Barley, bushels	15,000	134,000	9,000	42,000
Flour, barrels	291,900	294,900	347,700	361,400

RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending Nov. 12 has been as follows:

October.	NO. 2* R.W. WHT.		NO. 1* S.P. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N.W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12	68 1/2	69 1/2	68 1/2	69 1/2	55 1/2	55 1/2	35 1/2	36 1/2	56	56	152	152
13	69 1/2	70 1/2	69 1/2	70 1/2	55 1/2	55 1/2	35 1/2	36 1/2	55 1/2	55 1/2	150	150
14	69 1/2	70 1/2	69 1/2	70 1/2	55 1/2	55 1/2	35 1/2	36 1/2	55 1/2	55 1/2	148	148
15	69 1/2	70 1/2	69 1/2	70 1/2	55 1/2	55 1/2	35 1/2	36 1/2	55 1/2	55 1/2	150	150
16	69 1/2	70 1/2	69 1/2	70 1/2	55 1/2	55 1/2	35 1/2	36 1/2	55 1/2	55 1/2	151	151
17	69 1/2	70 1/2	69 1/2	70 1/2	55 1/2	55 1/2	35 1/2	36 1/2	55 1/2	55 1/2	154	154
18	69 1/2	70 1/2	69 1/2	70 1/2	55 1/2	55 1/2	35 1/2	36 1/2	55 1/2	55 1/2	154	154
19	69 1/2	70 1/2	69 1/2	70 1/2	55 1/2	55 1/2	35 1/2	36 1/2	55 1/2	55 1/2	158	158
20	69 1/2	70 1/2	69 1/2	70 1/2	55 1/2	55 1/2	35 1/2	36 1/2	55 1/2	55 1/2	155	155
21	69 1/2	70 1/2	69 1/2	70 1/2	55 1/2	55 1/2	35 1/2	36 1/2	55 1/2	55 1/2	152	152
22	69 1/2	70 1/2	69 1/2	70 1/2	55 1/2	55 1/2	35 1/2	36 1/2	55 1/2	55 1/2	150	150
23	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	151	151
24	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	154 1/2	154 1/2
25	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	152	152
26	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	152	152
27	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	152	152
28	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	152	152
29	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	150	150
30	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	147	147
31	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	146	146
Nov.	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
1	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
2	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
3	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
4	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
5	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
6	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
7	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
8	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
9	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
10	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
11	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140
12	70 1/2	71 1/2	70 1/2	71 1/2	56 1/2	56 1/2	36 1/2	37 1/2	55 1/2	55 1/2	140	140

* Nominal price.

During the week ending October 18, Prime Contract Timothy Seed sold at \$5.75@5.80 per cental; Prime Contract Clover Seed at \$8.60@8.70; Hungarian at \$0.80@1.00; German Millet at \$0.90@1.20; buckwheat at \$1.15@1.30 per 100 pounds.

During the week ending October 25, Prime Contract Timothy Seed sold at \$5.80@5.85 per cental; Prime Contract Clover Seed at \$8.60; Hungarian at \$0.80@1.00; German Millet at \$0.90@1.20; buckwheat at \$1.15@1.25 per 100 pounds.

During the week ending November 1, Prime Contract Timothy Seed sold at \$5.80@5.87 1/2 per cental; Prime Contract Clover Seed at \$8.60@9.25; Hungarian at \$0.80@1.00; German Millet at \$0.85@1.25; buckwheat at \$1.20@1.30 per 100 pounds.

During the week ending November 8, Prime Contract Timothy Seed sold at \$5.80@5.90 per cental; Prime Contract Clover Seed at \$9.00@9.15; Hungarian at \$0.80@1.20; German Millet at \$0.85@1.50; buckwheat at \$1.25@1.30 per 100 pounds.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets during the eighteen weeks ending November 4, for the last two years, according to the Cincinnati Price Current, were as follows:

	1901.	1900.
St. Louis.....	12,726,000	14,307,000
Toledo.....	5,352,000	5,930,000
Detroit.....	1,422,000	1,237,000
Kansas City.....	13,786,000	22,651,000
Winter.....	33,286,000	44,125,000
Chicago.....	28,851,000	25,203,000
Milwaukee.....	4,175,000	3,182,000
Minneapolis.....	35,468,000	29,306,000
Duluth.....	20,770,000	7,248,000
Spring.....	80,201,000	64,939,000
Total bus. 18 weeks.....	122,490,000	109,064,000

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 15 months ending with October as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1901-02.	1900-01.	1901-02.	1900-01.
August.....	561,000	1,125,750	289,587	749,135
September.....	361,000	764,250	296,782	532,880
October.....	554,250	931,500	52,092	538,684
November.....	490,500	746,384	490,500	490,500
December.....	474,000	334,500	104,068	69,950
January.....	254,750	306,000	196,913	140,500
February.....	24,750	2,475,000	134,753	105,342
March.....	185,750	105,000	13,678	
April.....				
May.....				
June.....				
July.....				
Total bushels.....	1,475,25	5,653,384	638,461	3,188,085

For the first time on record bids have been sent out this month from Chicago, for no-grade, No. 4 and No. 3 corn.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of October, 1901:

BAITMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	1,464,354	845,055	1,617,737	452,781
Corn, bushels.....	274,121	2,972,979	110,136	2,105,169
Oats, bushels.....	111,815	1,044,801	.....	506,205
Barley, bushels.....	6,133	37,368	.....	229
Rye, bushels.....	256,140	169,928	64,285	.....
Timothy Seed, bushels.....	21,576	32,980	199	.....
Clover Seed, bushels.....	8,696	13,136	504	7,461
Hay, tons.....	7,609	4,859	1,832	1,441
Flour, bbls.....	501,306	448,435	335,126	303,246

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	2,156,187	884,842	998,966	1,038,017
Corn, bushels.....	1,210,218	1,694,718	710,678	1,473,599
Oats, bushels.....	429,152	1,002,314	170,318	541,156
Barley, bushels.....	7,312	17,705	.....	1,000
Rye, bushels.....	2,017	600	.....	.....
Flax Seed, bushels.....	119,297	151,040	111,743	99,256
Hay, tons.....	22,510	14,400	107,363	1,246
Flour, barrels.....	270,630	278,294	100,387	164,678

BUFFALO—Reported by F. Howard Mason, secretary of the Merchants' Exchange.

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	8,460,694	5,717,903	5,103,000	7,096,000
Corn, bushels.....	5,661,075	11,093,408	3,850,000	9,449,000
Oats, bushels.....	2,728,980	4,265,500	280,000	437,000
Barley, bushels.....	1,750,598	2,743,800	150,100	670,000
Rye, bushels.....	90,500	207,649	40,000	56,000
Timothy Seed, lb.....	1,363,807	.....	.....	.....
Flaxseed, bushels.....	1,450,592	2,018,906	.....	.....
Hay, lb.....	.....	.....	.....	.....
Flour, barrels.....	.....	.....	.....	.....

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	5,650,555	7,376,253	3,440,304	5,505,985
Corn, bushels.....	6,356,393	14,833,950	6,871,253	13,771,723
Oats, bushels.....	7,142,127	10,063,993	5,873,026	7,832,448
Barley, bushels.....	943,625	3,465,641	601,850	851,865
Rye, bushels.....	654,337	292,486	33,329	96,495
Timothy Seed, lb.....	4,834,100	4,431,707	3,959,967	4,905,691
Clover Seed, lb.....	830,118	2,282,166	253,139	554,363
Other Grass Seed, lb.....	1,827,310	1,127,960	704,849	832,003
Flaxseed, bushels.....	630,200	840,582	47,505	452,623
Broom Corn, lb.....	4,570,460	2,243,500	2,417,850	1,115,473
Hay, tons.....	25,344	20,012	2,054	383
Flour, barrels.....	956,135	676,841	652,833	510,697

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	74,300	96,981	45,952	18,854
Corn, bushels.....	537,925	463,614	101,916	63,430
Oats, bushels.....	458,520	685,392	115,644	180,190
Barley, bushels.....	102,316	276,337	291	5,660
Rye, bushels.....	81,553	76,644	34,492	31,110
Timothy Seed, bags.....	11,387	11,122	11,425	11,976
Clover Seed, bags.....	6,095	3,677	2,962	2,123
Other Grass Seeds, bags.....	16,375	9,208	13,152	6,936
Hay, tons.....	12,478	9,461	6,875	2,318
Flour, barrels.....	378,406	197,115	368,849	156,728

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	342,353	371,932	68,543	144,422
Corn, bushels.....	675,881	1,488,224	264,307	891,020
Oats, bushels.....	561,345	1,573,881	248,272	1,119,784
Barley, bushels.....	48,611	73,748	.....	14,000
Rye, bushels.....	3,900	3,166	.....	4,000
Flaxseed, bushels.....	6,030	17,733	190	1,892
Hay, tons.....	68,510	72,740	22,400	38,210
Flour, barrels.....	.....	.....	.....	.....

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	582,536	416,839	70,281	99,323
Corn, bushels.....	545,997	377,867	106,033	

ELEVATOR

GRAIN NEWS

AMONG CHICAGO'S ELEVATORS.

A new 160-foot rubber elevator belt, with cups, has been installed at the Wabash Elevator, now operated by Rogers Bros.

Calumet Elevator B, at One Hundred and Second street and the Calumet River, South Chicago, has received a new coat of red paint.

The Calumet Grain Co., Chicago, has been incorporated with a capital stock of \$10,000 by Joseph J. Shaw, William R. Hanze and Warren B. Wilson.

On October 29, South Chicago Elevator C at Ninety-third street and the Calumet River loaded the steamer Omaha with 100,000 bushels of oats.

A watchmen's clock service is being installed in Rock Island Elevators A and B, situated at Twelfth and Fourteenth streets and the South Branch of the Chicago River.

J. F. Kendall, formerly superintendent of McReynolds Elevators A and B, has recently been appointed a member of the appeal committee of the state grain inspection department.

The automatic journal alarm system is being installed in connection with all the bearings in the McReynolds Elevator A at One Hundred and Sixth street and the Calumet River, South Chicago.

The Galena Elevator, on the river at Rush and North Water streets, has done but little business during the past season. On October 21 the steamer Boston was loaded with 55,000 bushels for Buffalo.

The Southern Elevator Co., Chicago, has been incorporated with a capital stock of \$25,000, to operate grain elevators. The incorporators are Henry G. Miller Jr., Franklin E. Vaughan and Henry A. Hautau.

J. A. McKay has retired from the superintendency of Armour Elevators E and F. His successor is James Ryan. Mr. McKay has been in the employ of the Armour Company for a considerable number of years and is now taking a well earned rest.

The Armour Elevator Co. have plans prepared for a new elevator to be built east of Elevator D, at Morgan Street and the West Branch of the Chicago River. The plant will have a capacity of 3,000,000 bushels, it is said, and be known as Armour Elevator G.

The Iowa Elevator at Fourteenth and Lumber streets has been one of the busiest houses in Chicago during the past two months. On October 20 the Steamer Pueblo loaded 67,000 bushels of wheat from this house for Buffalo. This is one of the houses that will be affected by the widening of the South Branch.

The Wabash Transfer Elevator at Forest Hill has received further improvements in the way of new metal spouts and piping for the dust collecting system. All windows are now protected by the standard 1½-inch mesh wire screens, thereby reducing the insurance rate. R. E. Pratt & Co. are operators of this plant.

Steg Bros.' Transfer Elevator, located at Matteson, Ill., has installed a gasoline engine of 20-horsepower. This is one of the latest houses built in this locality and has a capacity of 50,000 bushels and fully equipped with boilers and steam power, but the gasoline engine will only be utilized in case of necessity or for short runs when business is dull.

The Hayford Elevator at Seventy-fifth street and South Kedzie avenue, recently leased by the Chicago Grain Salvage Co., is receiving some improvements. The working capacity has been increased by the addition of another elevator leg. The annex, which was formerly only a storeroom, is being divided up into bins. A system of watchman's clocks is being installed. The capacity of this plant is 100,000 bushels.

ILLINOIS.

A. G. Porterfield has sold his elevator at Ivesdale, Ill.

R. T. Miles has purchased Geo. Pearce's elevator at Fisher, Ill.

The Richards & McKinstry Co., La Hogue, Ill., are erecting an elevator.

Wiley Bros. have sold their elevator at Allen-ville, Ill., to J. R. Martin.

The Northwestern Grain & Elevator Co. are completing a 25,000-bushel elevator at Monmouth, Ill.

James Harlan has sold his elevator at Crescent City, Ill., to S. W. Boughton of Milford. Mr. Harlan expects to build an elevator at the new town

of Freeland on the C. & E. I. fourteen miles east of Milford.

Charles Henn has recently made improvements in his elevator at Borton, Ill.

O. H. Wood, grain dealer at Lanton, Ill., has sold out his general store business.

Asa Smith has sold his elevator at Lilly, Ill., to H. J. Puterbaugh of Mackinaw.

Knapp & Jennings of Ashton, Ill., are reported to have sold their grain business.

E. C. Sales will place a 6-inch, 10-duct Hall Distributor in his elevator at Dewey, Ill.

B. S. Tyler & Co. of Decatur are completing a 20,000-bushel elevator at Lake City, Ill.

Burrell & Co. of Chicago are building an elevator at Cooksville, Ill., for J. E. Hawthorne.

The Electric Roller Mill Co.'s elevator at Alton, Ill., destroyed by fire recently, will be rebuilt.

Ed Gard sold his elevator at Varna, Ill., to Merritt Bros. of Dwight, and gave possession November 1.

B. C. Dunlap has sold his elevator at Dunlap, Ill., and gone on the road for a Peoria grocery house.

A 12-horsepower gasoline engine has been installed at the Cleveland Grain Co.'s elevator at Harris, Ill.

H. L. Foster has succeeded to the grain and lumber business of George F. Powers at Hindsboro, Ill.

J. F. Darneille of Piasa, Ill., contrary to his usual custom, is this year buying corn to sell to the farmers.

W. R. Crackel, Lawrenceville, Ill., has sold his grain business to Horner Bros. of Olney. He retires on account of ill health.

J. A. Montelius of Piper City, Ill., is installing one of the improved Marseilles car pullers, made by the Marseilles Mfg. Co.

W. W. Day has had a new engine room built at his Santa Fe Elevator, Princeville, Ill., and a gasoline engine is being installed.

Warner & Griffin of Compton, Ill., have remodeled their elevator, lowered the dump and installed a 10-horsepower gasoline engine.

New machinery, including a cleaner, shipping scale and car loader, has been installed in the Gillespie Elevator at Harris, Ill.

G. T. Burrell & Co. have finished plans for a new 40,000-bushel grain elevator at Stockdale, Ill., for the Chicago, Rock Island & Pacific Railroad.

A. E. Hutchinson has purchased the Knapp-Jennings Elevator at Ashton, Ill., from the Dixon Cereal Co., who had purchased it a few days previous.

Bartlett & Co. of Peoria have purchased Hawley & Speers' elevator at Princeton, Ill., and it is being moved to the new station of Akron, between Edelstein and Dunlap.

The Marseilles Mfg. Co. of Marseilles, Ill., are supplying the complete equipment of machinery and supplies for the new elevator being built by Noble Brothers at Foosland, Ill.

W. H. Morgan, after thirty years' connection with the grain business at Tolono, Ill., has retired from the management of the Central Elevator. His successor is Edward B. Armstrong.

S. L. Belsley of Bloomington has purchased from Abel Brooks & Co. the office, scales, etc., which were left from their elevator fire at Deer Creek, Ill. He will erect an elevator of 50,000 bushels' capacity.

F. L. Ream of Lissant, Ill., traded his elevator at Tower Hill to Clegg Bros. of Parnell for their elevator property at that place. Possession was given October 15. Herman Valmer of Peru will look after Mr. Ream's elevator at Parnell.

Beebe, Rose & Co. are erecting an elevator at Claytonville, Ill., the contract for the building having been let to J. R. Caldwell of Hoopeston, who has placed an order with the Marseilles Mfg. Co. of Marseilles, Ill., for all necessary machinery and supplies.

Rollins & Risser recently sold their banking, grain and lumber business at Woodland, Ill., to John Webster of that place, possession to be given next June. They have purchased C. A. Griffin's elevator at Cheneyville, and also the lumber and banking business of O. D. Ross at East Lynn, Ill., where they will also engage in the grain business.

The Younglove & Boggess Co. of Mason City, Iowa, who have secured the contract for erecting ten elevators for S. C. Bartlett & Co. of Peoria, on the new branch of the C. & N. W. Ry from Nelson to Peoria, Ill., have awarded the contract for all

machinery and supplies for the same to the Marseilles Mfg. Co. A Hall Grain Distributor will be included in each equipment.

WESTERN.

The October wheat exports from Tacoma broke all previous records.

O. K. Paul & Co., Lima, Mont., have built a storage warehouse for grain and hay.

The Seattle Grain Company last month shipped 2,000 tons of wheat to Callao, Peru, on the steamer Memphis.

During one week last month the three exporting firms at Colfax, Wash., bought 1,580,000 bushels of wheat, which broke the previous records of that market.

The Great Northern Railway last month built grain warehouses at Harrington, Edwall, Mohler and Lamona, Wash. The buildings are 100x170 feet, 12 feet high and have a capacity of over 150,000 bushels each. They will be operated under lease by the Seattle Grain Company.

The flat grain warehouses used in the Pacific Northwest have advantages which the ordinary grain elevator cannot boast of. For example, the Tacoma Grain Company's warehouse at Wilson Creek, Wash., was, on October 24, transformed into a dancing hall, the event being the annual ball of the Modern Woodmen, which was largely attended.

A newspaper report dated Davenport, Wash., October 23, says: "Wheat is being hauled into Davenport at the rate of 15,000 bushels a day. Already as much wheat has been received here as was marketed during the whole season of 1900. The warehouses are all full and have stacks of grain forty feet high piled on adjoining lots. Much of this is sold, but cars cannot be secured to haul it away, and when loaded the cars stand in the yards for days. It is estimated that the total number of bushels that will be marketed here this year will exceed 600,000. Most of this is of the best grade and has been sold at an average price of 40 cents."

At Goldendale, Wash., last month, the local wheat market suddenly advanced 4 cents, due to the entry into that market of the Moody Warehouse Company of The Dalles, Ore., in competition with the Wasco Warehouse Company. It is rumored that the Moody Warehouse Company, in order to handle the Klickitat Valley wheat to advantage, will build a tramway from the top of the Columbia hills to a point on the Columbia River opposite Celila, there connecting with the Paul Mohr Portage Railroad, and through that with boats on the Columbia River. Such a tramway would be one and one-half miles long and would operate by gravity. It would save the farmers twelve miles of haul and dispense with the steepest part of the road.

CENTRAL.

S. W. Smelcer has leased his elevator at Flora, Ind.

The Mendon Elevator Co., Mendon, Ohio, has sold out.

S. G. Sheller of Decatur, Ind., has completed an elevator at Preble.

L. M. Kieffer, feed dealer at Gallion, Ohio, made an assignment recently.

Wm. Suckow has purchased J. M. Dunlap's elevator at Trafalgar, Ind.

The new elevator at Burnettsville, Ind., began business on November 6.

It is said that a grain elevator will be built at Auburn, Mich., next summer.

A. K. Hostetter has sold his elevator at Osborn, Ohio, to a gentleman from Troy.

Logan Henshaw's new elevator at New Castle, Ind., is about ready for business.

Harry Nading of Flatrock, Ind., has purchased the elevator at St. Louis Crossing.

R. Turner & Son of Avery, Ohio, are building a new grain elevator at Prouts, Ohio.

Mr. Mitchart has withdrawn from the grain firm of Mitchart & Gruver at Glenmont, Ohio.

Kennedy & Gordon of Rays Crossing, Ind., intend to rebuild their recently burned elevator.

Greeley & Co. of East Liberty, Ohio, have purchased an elevator at Fort Wayne, Ind.

R. H. Watson, Old Fort, Ohio, is remodeling his elevator and putting in improved machinery.

The Gem Flouring Mill Co. of Rushville, Ind., contemplate building a 4,000-bushel elevator for wheat.

Lawrence Linkenhelt of Plymouth, Ind., has his new elevator nearly completed, and it is to be one of the best in the state. The Marseilles Manufac-

turing Company of Marseilles, Ill., furnished all machinery and supplies.

Chas. E. Grace has installed a new corn sheller and cleaner in his elevator at Ashville, Ohio.

Small & Co., Evansville, Ind., are now handling grain and shelling corn at their new 40,000-bushel elevator.

A. D. Morris & Son purchased the Lebanon Grain Co.'s elevator at Lebanon, Ind., and took possession on November 1.

The elevator firm of Ortnier & Meyer, Richville, Mich., has been dissolved, and J. L. Ortnier will continue the business alone.

C. M. Goff, Francisville, Ind., has sold his elevator to Crabs, Reynolds & Malsberry, who will take possession December 1.

The Toledo Salvage Co. recently purchased 15,000 bushels of salvage grain at Ionia, Mich., also a large stock at Memphis, Tenn.

Sneath & Cunningham of Tiffin, Ohio, who operate elevators in a number of towns, have completed a 40,000-bushel house at Bascom.

The Hudnut Co., Terre Haute, Ind., have converted an old mill into a corn warehouse which they are now filling from farmers' wagons.

John D. Hogue of Vincennes has sold his elevator at Fritchton, Ind., to James T. Draper, who has been a grain buyer for several years.

The Toledo Salvage Co., Toledo, Ohio, are erecting a new building, which, together with what they already have, will give them storage for 500,000 bushels of wheat.

The new elevator, being erected by Loughry Brothers at Burnettsville, Ind., is being equipped throughout with machinery made by the Marseilles Mfg. Co. of Marseilles, Ill.

The C., H. & D. R. R.'s new steel elevator at Toledo has just been completed. The tanks, which are 90 feet high, are surmounted by a steel structure 60 feet high, making the total height 150 feet.

Hall Bros. of Owosso, Mich., recently made improvements in their bean elevator. They installed a 5-horsepower electric motor and a Clipper Cleaner. They are now handling more beans than ever before.

The new elevator being built by H. C. Clark at Bowers, Ind., is now nearly ready for grain and is a model of neatness and economical elevator construction. The machinery and supplies were purchased from the Marseilles Manufacturing Co., at Marseilles, Ill.

The Botsford elevators which were burned at Port Huron, Mich., on November 4, are not likely to be rebuilt. The Grand Trunk Railway may be inconvenienced for a time, but the 1,500,000-bushel house now building at Point Howard will soon relieve the situation.

Logan Henshaw of New Castle, Ind., has placed an order with the Marseilles Manufacturing Co. of Marseilles, Ill., through Mr. Van Horn, their Indiana representative, for all machinery and supplies to be used in the construction of his new elevator at New Castle.

Kaley & Co.'s new elevator at Culver, Ind., is fast nearing completion. This building is to be up-to-date in every particular. The machinery was supplied by the Marseilles Manufacturing Co. of Marseilles, Ill., through their Indiana representative, Mr. T. M. Van Horn. New Process shelling and cleaning machinery has been installed.

IOWA.

Hulshizer & Co. are building a grain elevator at Hamburg, Iowa.

Cashen & Gleason have opened a grain and feed store at Oelwein, Iowa.

A. J. Frohning, Geneva, Iowa, has sold his elevator and grain business.

Falk Bros. are engaged in the grain and coal business at Hepburn, Iowa.

Davis & Anderson are completing a new grain house at Pacific Junction, Iowa.

C. M. Gowdy of Britt has opened a new elevator and lumber yard at Duncan, Iowa.

The Neola Elevator Co. of Chicago has just completed an elevator at Earling, Iowa.

Wm. Nelson has purchased James C. Doty's grain and feed business at Shenandoah, Iowa.

M. H. Gurnett continues the grain business of the late firm of Gurnett & Donaghu at Barnum, Iowa.

The former Farmers' Elevator at Thornton, Iowa, has been sold to a syndicate of business men of that place.

The Way-Johnson-Lee Co. of Minneapolis has purchased the White Elevator at Goodell, Iowa, the Citizens' Elevators at Forest City and Hawley, Iowa,

and the Citizens' Elevator and lumber yard at Arnold, Iowa.

The Diamond Grain Co., Des Moines, Iowa, have opened offices on the sixth floor of the Youngerman building.

Orville Lee has sold his 40,000-bushel elevator on the C. & N. W. Ry. at Sac City, Iowa, to the Northern Grain Co.

The Kansas City Elevator at Struble, Iowa, is reported as being sold to Van Dusen & Harrington of Minneapolis.

It is reported that a large grain and feed elevator will be built at Fort Dodge, Iowa, by the Great Western Cereal Co.

The Kinsella Grain Co.'s new elevator at Salix, Iowa, was opened for business last month with Lefe Gallaird as buyer.

The Neola Elevator Co. have built a new engine house and installed a gasoline engine at their elevator at Dawson, Iowa.

F. D. Conway, Clare, Iowa, has contracted for the erection of a thoroughly modern elevator, with complete and first-class equipment.

C. F. McCarty, a well-known grain man at Des Moines, is closing up his business affairs preparatory to going to California on account of his health.

Chas. Counselman & Co.'s new elevator at Clarion, Iowa, is completed. The machinery is operated by a 16-horsepower gasoline engine. Smith & Bennett are the local agents in charge of the house.

It is reported that David Rankin, the large land owner and cattle feeder of Tarkio, Mo., will build an elevator and feed mill at Riverton, Iowa, on the site of an old elevator, purchased from J. B. Samuel.

F. A. Sims, who has been in the grain business at Modale, Iowa, for 18 years, has sold his elevator to the Nye & Schneider Co., who will tear it down in the near future and build a new one. Mr. Sims will act as local agent for the new owners.

EASTERN.

R. C. Booton is building a grain elevator at Lahore, Va.

Jordan Bros., Legonia, Me., have sold out their grain business.

F. J. Timmerman will handle grain and feed at Palenville, N. Y.

Geo. Nichols has sold out his grain business at Hubbardstown, Mass.

Farmers at Orwigsburg, Pa., are talking of organizing a co-operative grain company.

Frank W. Aldrich has opened a grain and hay store on Market Square, Chicopee, Mass.

A million bushels of oats are being shipped from New York for consumption in South Africa.

Wm. T. Swain has built a grain elevator at the head of Straight Wharf, Nantucket, Mass.

Wm. F. Lewis of Media, Pa., who lost his mill by fire, has engaged in the grain and feed business.

Chas. T. Wyman has bought the flour, grain and feed store of Geo. Nichols, at Hubbardston, Mass.

Geo. E. Osgood is building a new store room at Hudson, Mass., and will handle grain, hay, feed, etc.

The Dakota Elevator now under construction at Buffalo, N. Y., will probably not be ready for business before next spring.

A. B. Freas & Son, grain, flour and feed merchants of Nanticoke, Pa., have purchased an elevator in Michigan and will ship in car lots hereafter.

Wells & Flanders of Enfield, N. H., are putting up a grain elevator beside their store. The equipment will include a corn and feed mill and 25-horsepower gasoline engine.

The Sprague-Cooke Co., Providence, R. I., has been incorporated by Henry S. Sprague, Wm. N. Cooke and Thos. P. Bassett. It is capitalized at \$50,000 and will do a general grain business.

The Eastern Warehouse Co., Philadelphia, will incorporate with a capital of \$10,000 to carry on a general grain elevator and warehousing business for flour in connection with the Eastern Milling Co.

The Chas. M. Cox Co., Chamber of Commerce building, Boston, have leased two storehouses connected with the Sprague Elevator at East Deerfield and will use them for the storage and distribution of grain.

The Security Warehousing Co. has been organized at New York City, with offices in the New York Life Building, to issue and guarantee receipts for grain, rice, cotton, lumber and other produce stored on the owner's premises, thus making it possible to

borrow money in the large centers on goods stored at remote points.

Irvin Grant has purchased W. H. Nason's interest in the grain business at Sanford, Me., and the firm is now Wilson & Grant.

The Buffalo Cereal Co. has been incorporated with a capital of \$200,000 to deal in grain. The principal office will be at Fishkill Landing, Dutchess Co., N. Y. The directors are: Jas. R. Thomas, Alfred A. Bessick, Herbert H. Hewitt, Lawrence E. Harmon and Geo. F. Booth of Buffalo.

The New York branch of the Webster Mfg. Co. have the contract for furnishing all the necessary elevating, conveying and power transmitting machinery required for re-equipping the Pennsylvania Elevator at Jersey City. They also have the contract for the entire equipment for the new elevator at Weehawken, being erected by Geo. M. Moulton & Co., the Chicago contractors. They also have the contract for the complete equipment of power transmission, elevating and conveying machinery for the new plant being erected by the New York Glucose Co. at Shadyside, N. J.

WISCONSIN AND MINNESOTA.

D. D. Farrell will build an elevator at Fountain, Minn.

The new elevator at Richdale, Minn., has been completed.

A. B. Conger has purchased the Johnson Elevator at Miles, Minn.

The Thorpe Elevator Co. are erecting an elevator at Shevlin, Minn.

F. C. Riebe has purchased the Farmers' Elevator at Belgrade, Minn.

Taylor Brothers are building a 250,000-bushel elevator at St. Louis Park, Minn.

Chas. Leusman has sold his grain warehouse at Albert Lea, Minn., to G. A. Swan of Minneapolis.

The Great Western Elevator Co. have replaced their burned elevator at Norman, Minn., with a new one.

Dahlkie & Morse, Neshkoro, Wis., have completed a grain elevator and produce warehouse at that place.

Peter Martyn recently sold his interest in the Hanson & Cole elevator at Burr, Minn., to Henry May of Fulda.

The new elevators at Worthington, Minn., for Devereaux & Co. and Skewis & Moen were completed last month.

A 25,000-bushel elevator is being completed at Broton, Minn., by the Woodworth Elevator Company of Minneapolis.

It is reported that Carpenter, Cook & Co. of Menominee, Mich., will erect an elevator and flour mill at Marinette, Wis.

C. Steinkopf has let a contract for erecting a 15,000-bushel elevator at Buffalo Lake, Minn., to be completed by December 1.

Winters & Ames' new elevator at Browerville, Minn., was opened for business last month with J. C. Borgert in charge as buyer.

The Willmar Milling Company have leased the Neer Elevator at New London, Minn., and placed Thomas Hanson in charge as buyer.

Honstain, Bird & Co. are building for the St. Anthony & Dakota Elevator Co. a 35,000-bushel elevator at Clara City, Minn., to replace one recently burned.

The M. T. Dill Grain Co., Prescott, Wis., has bought out the business of the Prescott Lumber Co. and will also do a wholesale business in Lake St. Croix ice.

The Sleepy Eye Mill Co., Sleepy Eye, Minn., has just had an elevator completed at Garvin, Lyon County. This makes 25 elevators now owned by this company.

Peterson & Larson of Baldwin, Wis., have contracted with the Younglove & Boggess Co. for the erection of a 20,000-bushel elevator to be completed by December 1.

Grant Crossman, Fulda, Minn., has sold an interest in his elevator to K. C. Brownjohn. The firm of Crossman & Brownjohn will carry on a grain and coal business.

The new engines and machinery recently put in the Milwaukee Elevator Co.'s Elevator E at Milwaukee increase its handling capacity from about 50 to 130 cars per day.

P. J. Harger has taken charge of the Clement Elevator at the C. M. & St. P. Station, Faribault, Minn. It is being thoroughly overhauled and improved and a new brick engine house built adjoining the elevator. In this is being installed a 7-horsepower gasoline engine. The elevator has a

capacity of 50,000 bushels and all kinds of grain will be handled through it.

The Era Grain Co., Le Sueur, Minn., have built a brick engine room, 12x20, near their elevator, and installed a 12-horsepower gasoline engine.

Repairs have been going on for some time on Globe Elevator No. 3 at Superior, Wis., and it will probably commence to receive grain by January 1.

Smith & Co. of West Superior, Wis., have acquired the elevator at Carlton, Minn., and are making extensive repairs. They will also grind feed and rye and graham flour.

The Northwestern Elevator at Kirkhoven, Minn., was completed early last month. Its capacity is 25,000 bushels. It has a dump scale, gasoline engine and other conveniences.

The Peavey Concrete Storage Elevator at Rice's Point, Duluth, is gradually being filled with wheat. Its full capacity of 4,000,000 bushels will doubtless be utilized during the winter.

The Sleepy Eye Milling Co., Sleepy Eye, Minn., will overhaul and partially rebuild its elevator at the mill. A steam shovel will be installed in this house and also in elevator A.

Honstain & Co., the Minneapolis contractors, have raised and repaired the A. B. Treadway Elevator at Glencoe, Minn. A 22-horsepower gasoline engine was substituted for the steam engine.

The J. R. Stewart Company has begun work on a grain elevator at Tenth street and Second avenue Southeast, Minneapolis. It will be 39x47 feet, 45 feet high, frame, covered with corrugated iron.

At Windom, Minn., C. W. Gillam has erected a corn crib in connection with his elevator. Other buyers there will do the same thing, as corn raising is steadily increasing among the farmers in that vicinity.

The New London Milling Company are building at Lynd, Minn. Strong & Northway Manufacturing Company have the contract for machinery for the three buildings, which will include the Hall Grain Distributor.

The Appleton Elevator Co., Appleton, Wis., has been incorporated with a capital stock of \$25,000 by Bertin Ramsay, Chas. W. Mory and Wm. J. Mory. Mr. Ramsay, of the Appleton Malt & Grain Co., has the controlling interest.

N. H. Dahl, who has had charge of the Minnesota Elevator at Revere, Minn., for several years, has formed the Revere Elevator Company, which has purchased and is now operating the house under the management of Mr. Dahl.

The schedule of the assets and liabilities of the St. Paul & Kansas City Grain Company of Minneapolis, puts the liabilities at \$845,000 and the assets at \$807,000. Of the liabilities nearly half a million are unsecured. The Van Duzen-Harrington Company, according to the schedule, is an unsecured creditor for a loan of \$100,000, and C. M. Harrington and F. C. Van Duzen, the latter one of the receivers, are credited with having loaned \$50,000 each without security. The First National Bank of St. Paul and the Barnum Grain Company of Duluth are creditors to the extent of \$75,000, unsecured. Grain valued at over \$100,000, purchased at country markets, has not been paid for, according to the sworn statement. For assets the company has elevator plants which it schedules as being worth about \$175,000, and a bank account of nearly \$90,000. Other assets consist of accounts receivable and the largest debtor of the company is J. Q. Adams & Co., who owe \$176,000.

MISSOURI, KANSAS AND NEBRASKA.

The grain and feed firm of Hackley & Finney at Richmond, Mo., has been dissolved.

The McLouth Mill & Elevator Co., McLouth, Kan., are completing a new grain elevator.

The J. B. Bartlett Grain Co., St. Louis, Mo., has been incorporated with a capital stock of \$25,000.

The Nye & Schneider Co. have installed two improved Hall Distributors in their elevators at Goehner, Neb.

Boyd & Gunning, proprietors of the Webb City Flour Mill, will build a 10,000-bushel elevator at Oronogo, Mo.

A committee has been appointed to perfect the organization of a Farmers' Grain & Stock Co. at Scribner, Neb.

The grain firm of Hoerman & Gilbert at Linn, Kan., has been dissolved and Mr. Hoerman continues the business alone.

M. T. Cummings' new 60,000-bushel elevator at Beatrice, Neb., was put in operation last month. It is operated by a 15-horsepower gasoline engine.

The Kinsella Grain Co., Colon, Neb., on October 20 moved their headquarters to Room 517, Bee building, Omaha, Neb. Their line of elevators on the

C. & N. W. Ry. system in Iowa and Nebraska will hereafter be managed from the Omaha office.

J. V. Ainsworth recently sold his elevator at De Witt, Neb., to C. O. Ainsworth, a grain man of Tobias. Gus Klein will look after the business at DeWitt.

The Morton Grain Co., Nebraska City, Neb., has been incorporated with a capital stock of \$50,000, by J. Sterling Morton, A. P. Stafford and A. T. Richardson.

Railsback Bros. of Ashland, Neb., inform us that they expect to tear down their old elevator and build a new and thoroughly modern one in the very near future.

It is reported from Nebraska that the agents of the Peavey Elevator Co. will also buy live stock, the company furnishing the money and giving them half the profits.

James McHenry is building a new elevator at Plainview, Neb. The equipment of machinery furnished by the Strong & Northway Mfg. Co., will include the Hall Overflow System.

Elevator machinery outfits have been supplied during the past 90 days to the following parties in Kansas, by the Kansas City branch of the Marshalls Mfg. Co.: A. J. Poor Grain Co., Moreland; Cooper & Dinsmore, Lyons; A. C. Plumb, at Pollard and Saxman; C. H. Sowle, Bentley; W. E. Johnson, Portland; G. W. Folsom, Waterville; Wherry Live Stock & Grain Co., Wherry; Siebert Bros., Canada; Lamb & Reolett, Chautauqua; H. J. Donahue, Pollard; Anderson Bros., Cheney; D. Funk, Newton.

SOUTHERN.

Webb & Maury, Memphis, Tenn., are reported as having sold out their wholesale grain business.

The new Texas & Pacific Elevator at Westwego, La., received its first car of grain on November 7.

The Terrell Cotton Oil Co., Terrell, Texas, has increased its capital stock from \$50,000 to \$100,000.

The Chappins Company, Limited, has been incorporated at Rayne, La., to manufacture cottonseed oil, etc.

J. Allen Smith of Abbeville, S. C., will build a cottonseed oil mill in connection with his ginney at Hodges.

Work was begun last month on the foundation for the Southern Pacific's large elevator at Galveston, Texas.

H. Segman & Bro. of Brownwood have purchased the grain business of W. T. Campbell at San Angelo, Texas.

Chas. F. Orthwein's Sons are said to contemplate the erection of a large elevator at Fort Worth, Texas, next season.

R. W. Marshall is erecting a grain and feed warehouse on ground near the Houston & Texas Central Railroad at Hearne, Texas.

McKee, Blackman & Levy, Chattanooga, Tenn., have incorporated with a capital stock of \$9,000 to deal in grain and hay and operate a livery stable.

The Dallas Grain Co., Dallas, Texas, has been incorporated with a capital stock of \$10,000 by Seth Davis of Beaumont and A. Behrends and F. H. Holmes of Dallas.

A marine leg is being erected at Chalmette, New Orleans, to unload grain from barges and steamships for the New Orleans Belt & Terminal Railway Co. It will be completed within the next ten days.

During the early autumn months the Kansas City branch of the Marshalls Mfg. Co. has supplied elevator machinery to the following parties in Oklahoma: W. B. Johnston at Enid, Laboma and Cropper; Randall & Grubbs at Enid and Laboma; Garber Elevator Co., Garber; Wm. R. McKee, Enid and Bison; Waukomis Union Elevator Co., Waukomis; S. E. Higgins, Blackwell; McFarland & Stauffacher, Cropper.

THE DAKOTAS.

The Farmers' Elevator at Salem, S. D., has been completed.

A Farmers' Elevator was completed at Astoria, S. D., last month.

Miller Bros. of Minneapolis are erecting an elevator at Corona, S. D.

Wheat receipts are reported as being very good at Mekinock, N. D., this fall.

Competition at Bath, S. D., has compelled the Bagley Elevator Co. to put in a wagon dump.

Two elevators have been completed at Sauris, N. D., in addition to the two reported last month.

Last month the new town of Artis, S. D., sprang up from the prairie on the arrival of the "Soo" Railroad. Two elevators were among the first business

institutions of the town and they are receiving lots of grain.

W. C. Leistikow has purchased or leased the four elevators at Grafton, N. D., and has a contract to take all the wheat from F. Slunkel, the only other buyer there. Mr. Leistikow also operates a flour mill.

John McGuire, an elevator agent at Woods, N. D., 25 miles southwest of Fargo, when confronted by a masked robber one night last month, passed out a package of silver and some small bills, amounting to about \$50. A roll of bills containing a much larger amount was thus successfully protected.

CANADIAN.

The Farmers' Elevator Co., Caron, Man., have a new 35,000-bushel elevator.

A grain warehouse is to be built on the Michigan Central at West Lorne, Ont.

Alexander Law & Co. are building an elevator at Brandon, Man. A flour mill building will soon follow.

The elevator at the plant of the Tavistock Milling Co., Stratford, Ont., has been completed. It is a metal-covered structure.

Golden Streat, Man., on the Beaver extension of the Canadian Northern, has two new elevators built by Morton & Pearson and P. Broadfoot.

It is reported that the Canada Atlantic Railway Co. will next year build a 2,000,000-bushel steel elevator at Depot Harbor, where their present wooden elevator of 1,500,000 bushels' capacity is entirely too small.

The Canadian Pacific Railway contemplates making extensive changes and improvements at Fort William, Ont., next year. These include a cleaning elevator at the mouth of the river, a large annex to Elevator B, a new flour and freight shed, etc.

COMMISSION

H. R. Kearney & Co., grain dealers of Minneapolis, Minn., have incorporated, with capital stock of \$10,000.

W. A. Gardner has withdrawn from the commission grain firm of W. A. Gardner & Co. of Galveston, Tex.

H. N. Wilson has opened an office in New York City for the Lull-Franke Grain Company of Milwaukee, Wis.

The Calumet Grain Company has been incorporated at Chicago with capital stock of \$10,000. The incorporators are Joseph J. Shaw, William H. Hauze and Warren B. Wilson.

The J. B. Bartlett Grain Company has been incorporated at St. Louis, Mo., with capital stock of \$25,000. The incorporators are John B. Bartlett, P. H. Litchfield and W. W. Powell.

Schedules in the assignment of Cole, Cleveland & Curley, commission hay and grain dealers at 116 Broad street, New York, show liabilities of \$11,428, nominal assets of \$7,589, and actual assets of \$3,136.

Hutchinson & Shaw is the style of a new commission firm on the Chicago Board of Trade, which is composed of Harry B. Shaw, lately with F. G. Logan, and I. W. Hutchinson, the youngest son of the late B. P. Hutchinson.

Ward A. Stockton, a broker at 196 La Salle street, Chicago, ordered his trades on the Chicago Board of Trade closed November 7, as a result of being on the short side of the market some 400,000 bushels of wheat the day previous, when the price advanced one cent. Mr. Stockton hopes to resume.

Kalter & Co., grain dealers of St. Louis, Mo., have been expelled from the Merchants' Exchange of that city on the charge of "unmercantile conduct." A. Kalter is chief owner of the firm, and their headquarters are at 813 South Theresa avenue.

The Burks Grain & Elevator Company has been incorporated, to succeed C. A. Burks & Co., at Decatur, Ill., and Detroit, Mich. The new company announces that the facilities of the old firm will be increased throughout to meet the growing patronage.

The Wayland-Wright Grain Company has been incorporated at Kansas City, Mo., with capital stock of \$5,000, fully paid, and \$40,000 surplus. J. T. Wayland is president and C. W. Wright, secretary and treasurer. Mr. Wayland has been with the Benton Grain Company and Mr. Wright with the Parker Grain Company. The officers of the new company are believed to be the youngest of any incorporated grain company in this country, the president being only 25; vice-president, 23, and secretary and treasurer, 21 years of age.

COMMERCIAL LAW.

[From a paper by Hon. S. W. Little of Towanda, Pa., read before the National Hay Association, at the Indianapolis meeting in September, 1901.]

What are the principles of law which regulate and control the commerce represented in this convention? This question I will try to answer briefly in the following order: First, concerning the purchase and sale of personal property—how and when made; second, delivery or change of ownership by virtue of such sale and purchase—when and how completed; third, mode of enforcing such sale and purchase and remedy in case of failure; fourth, effect of deception or fraud in the sale or purchase; fifth, in what courts shall actions arising in the progress of this commerce be brought, and under what laws are those actions to be enforced; sixth, the duties and obligations of common carriers.

All commerce is based upon contract, express or implied. The law of contract in its widest extent may be regarded as including nearly all the law which regulates the relations of human life. It is, in fact, the basis of human society. . . . If all contracts, express or implied, were carried into full effect, the law would have no office but that of instructor and adviser. It is because they are not all carried into effect that the law exercises a compulsory power. But to get nearer the questions which more immediately concern us at this time and bear more directly upon us; let us inquire what a legal contract is, and the requisite parts thereof. A contract has been defined as "An agreement between two or more competent persons, upon a good and valuable consideration, to do or not to do a lawful thing."

The purchase and sale of personal property, or commerce, being, then, based upon contract, we readily see how a contract is made. But another question not so easily answered is, when is it made? As we have seen, it can never be made until there is a free and full agreement between the minds of the respective parties. If A, living in Pennsylvania, meets B, living in Indiana, and B says to A, "I will sell you a carload of hay for \$10 per ton," and A replies, "I will accept it," here are the elements of a valid contract duly made. But suppose this same proposition is made by B, living in Indiana, to A, living in Pennsylvania, by letter. The question then arises, when is the contract consummated?—when does the agreement of the minds take place? Clearly it is necessary that some fixed and specified time exists, else the contract could never be perfected. This time the law has fixed by declaring that the period when the minds agree is when A has received the offer of B and has put into the mail for B his acceptance of that offer. The law presumes the offer of B to continue until it shall have had time, in the regular order of events, considering the distance and time for transportation of the mail, to have reached A, and if A promptly accepts, then B is bound by all the terms in his letter to A.

I have noticed that it seems necessary by many to confirm an offer or an acceptance of his offer previously made; for instance, in the case supposed, B often confirms A's acceptance of his offer, as if such confirmation made the contract more complete or binding. Such confirmation may be well enough as letting A know his acceptance of B's offer has been received, but it can add no vitality or strength to what was before perfect. Otherwise a confirmation by A of B's confirmation might still follow, and so the thing go on ad infinitum and no time arrive when it might be said there was an agreement of the minds of A and B.

Our second inquiry is, When does the title to or ownership of property take place by virtue of such purchase and sale? The answer to this to a great extent depends upon the contract between the parties. Suppose A and B are together in Indiana and B says to A, "I will sell you the hay in that barn for \$1,000." A replies, accepting the offer, and pays B for it. Anyone can readily see that a complete delivery and change of title to that hay has taken place; that it is no longer liable for any debts of B, and any destruction of it is A's loss. This may be modified to some extent by state laws requiring identification, writing, etc., to prevent fraud in such pretended sale. Under the law of Pennsylvania it is a legal fraud to buy personal property and leave it in the hands of the seller as it was before, with no marks or anything to give notice that any change of ownership has taken place; and hence under our laws it would be the duty of A to mark his name upon the barn of hay or to take such possession thereof as the nature of the goods permits.

Suppose B says to A, "I will sell you the hay in that barn for \$10 per ton F. O. B.," and A accepts the offer. When does the title to that hay change as against B or his creditors? If A makes no payment thereon, clearly the title remains with B until the hay is weighed and put upon the cars and turned over to the railroad company as the agent for transportation. Then only has B performed his contract, and not until then does his

right of action for the price arise. At any time before that the hay remains liable to attachment for B's debts, and any destruction thereof would be his loss. But suppose A makes a payment of a part down at time of contract. Does that give him a title to all the hay? While this may depend upon state laws and the state courts' interpretation or decision, it would not in Pennsylvania; the most it could do there would be to give A an equitable interest therein to the amount he had paid. Suppose B, living in Indiana, agrees to sell to A, living in Pennsylvania, ten cars of hay at \$15 per ton, Philadelphia rate of freight. When does the title to this hay vest in A? Clearly not until the arrival of the hay at destination designated by A. Until then B has not fulfilled his contract, and his right of action for the price has not arisen. Until then it would be subjected to all liability as any other property of B.

These well-established legal principles are liable to modification by reason of the custom, now so general, of sending a bill of lading of the hay with a draft upon the purchaser for payment. Some nice legal questions may grow out of this practice. But it seems plain that the vendor does not intend that the hay shall become the property of the vendee, nor that he shall get possession of it until he has paid the amount of the draft drawn against it. In view of which practice, and in the absence of any agreement to the contrary, until the draft is paid, A can lay no legal claim to the hay.

This appears simple enough. But suppose the bill of lading and draft are presented to B while the hay is in transit, and before it reaches destination ordered by A? From the moment of such payment by A, does the title pass to him and the loss or liability thereon become his? Does the common carrier, who up to that moment had been the agent of the vendor for transportation by virtue of the shipping receipt between them, suddenly, and without his knowledge or consent, become the agent of the vendee? There can be no doubt upon this point. It is a principle resulting from the implied obligations assumed by the railroad company when it issued its bill of lading; therefore, it may become very important to be able to tell exactly the time when the vendee pays the draft and thereby becomes the owner of the property.

Our third inquiry is as to the remedy in case of failure of either party to perform his contract. As a general principle, there is no way of enforcing specific performance of contracts relating to personal property by suit at law. In a few and rare cases equity will do so, as has recently been done by enforcing the transfer of shares of stock or of heirlooms, etc. The policy of the law is to give compensation for any violation of contract to the party sustaining any damage by such violation. The right, then, to maintain a suit at law for anything beyond nominal damage depends upon whether the party bringing such suit has sustained injury, great or small. But even then the justice upon which legal principles are founded and administered will not permit any man to make his damage greater than naturally flows or results from the violation of the contract.

Compensation is the aim of the law. The amount of damage and the mode of ascertaining it vary with the circumstances of the case. Sometimes the questions presented are difficult and complex; sometimes simple. If A buy a car of hay of B and pay him for it and B fails to deliver, it is plain that the price A paid, with interest, would be his damage; or he might sue and recover back the money with interest, or bring trover and conversion for the hay. But suppose A does not pay B for the hay at the time of purchase, but agrees to do so on delivery, and B fails to deliver; then A can go into that market where he bought of B and buy hay of same quality at the lowest price attainable, and if he have to pay more than B agreed to sell for, the difference, with pay for the trouble, is A's measure of damage.

Observe here, again, the justice of the law which says to A, "You must do this promptly; you cannot wait until hay advances, and then buy and charge B with the difference." In case that at the time B was to deliver and failed, no more hay of that quality could be found in that market, then A may buy wherever he can find it; but if the hay is not to be had in any market, still compensation only would be A's damage. To measure that compensation exactly might be difficult. If A had sold that hay at an advance, then his net profit would be his damage. It seems useless to say that if A could buy other hay of the same grade for less than he had agreed to pay B, then he has sustained no damage. In case A should refuse to accept hay bought of B, B has the choice of remedies: He may offer to deliver and treat the hay as belonging to A and bring suit for the agreed price; or he may sell it at public sale at place of delivery for what it will bring and have his right of action against A for the difference between the proceeds of the hay, less expenses, and the price A agreed to pay.

Our next subject for examination is the effect of fraud or deception, by either the seller or the

buyer, upon their respective rights and liabilities. And, first, of fraud or deception on the part of the vendor. No principle of law is better established than this: "Fraud vitiates every contract and polutes everything it touches." Every deception or deceit practiced by a vendor upon the purchaser relieves such purchaser from all obligation under his contract, if he so elects; or the purchaser may accept the goods and sustain an action against the vendor for the difference in value between what the goods actually were and what the seller represented them to be. In all such cases, the question will arise as to whether the vendor did practice any fraud or deceit in effecting the sale.

These are largely questions of fact for the jury; but there are some things which our courts have settled as constituting fraud and deception and relieving the purchaser. For instance, if B shows A a quantity of hay and says to him, "It is all like that you see;" and A, relying on the assertion of B, buys it and finds it is not as good as the part shown him, this is a deception practiced by B, although he may have made the declaration in good faith and believing it true. Yet the law says to him, "You were bound to know that your representation, upon which A bought, was true, and A is relieved from his contract." If B show A a car of hay which B has loaded with good hay in the door and poor hay in the ends or other part of the car where A cannot see it, and A, relying upon the appearance of the hay at the door, buys it, here is a palpable and legal fraud and deception practiced by B, which vitiates the sale. Suppose B, in Indiana, sells by letter to A, in Pennsylvania, a car of No. 1 timothy hay, and when he loads it puts into it hay not No. 1, here again is a deception which wholly excuses A from accepting the hay under the contract; nor would it in any way change the case if B had not loaded the hay himself but had entrusted the loading to another and supposed it was honestly done. Before B can sustain any action against A for refusal to accept, he must show he has fully performed his part according to contract.

It is a notion prevailing among some, though wholly erroneous, that it makes no difference what the hay may turn out to be under the circumstances above supposed, if B did not expressly warrant the quality. If a buyer of hay has been accustomed to accept that of a grade lower than the contract specifies, without objection, for a long time, the seller should be careful about inferring that such buyer is under any obligation to continue so to do. Such purchaser is at perfect liberty to exercise his rights to refuse the goods at any time they fail to come up to the specified grade.

Another thing which gives rise to many disputes and bears hard on the middlemen is the difference in the weight of hay where bought and where sold. This often leads to acrimony and sometimes to litigation. The large corporations with which many of the middlemen deal almost without exception do business in an honorable way. They have neither time nor inclination to make money by beating anyone out of a few pounds of hay. As a rule, they weigh the hay they buy by the wagonload and seem perfectly willing to pay for all they get. Those who produce the hay should not forget that it is pressed by the ton and the more it weighs the larger the presser's bill; besides, the bales weighed as pressed are weighed with great haste and often not on the finest balanced scales. Hay weighed by the bale and then weighed by the wagonload will often show quite a difference, even if both weighers are honest. Hay will shrink in weight by being handled and by being kept on hand, as everyone knows. The western dealers should expect this and make the necessary discount for it. I believe that these differences more often arise from haste in weighing, imperfections in scales and in natural waste and shrinkage than from dishonesty. I am not of those who believe all men are knaves. I think that as a rule our business men are upright and honorable; and observation has satisfied me that if they are not so their career is brief and their road a rough one. Integrity in business no man can afford to disregard. It is both easier and more profitable, in a purely mercenary view; and regardless of all moral principle involved, it remains as true as the magnet to the pole that "honesty is the better policy."

That fraud or misrepresentation on the part of the vendee which would relieve the vendor from performance of his contract is mostly confined to false pretense or deceit as to his financial responsibility; and under the custom of attaching drafts to bills of lading, the danger from irresponsibility of purchasers is reduced to the minimum. Where such misrepresentation is made, the seller is relieved from furnishing the goods, or, if shipped, may stop them in transitu at any time before they actually reach the possession of the vendee, or sustain an action of replevin for them if they have actually come in possession of the vendee unless the bill of lading has been indorsed by the vendor, in which case some of our courts have held his right of stoppage in transitu is gone.

Our fifth inquiry is, In what courts shall suits arising in the progress of this commerce be brought,

and what laws control in the trial thereof? All these actions are what are known in law as personal actions as distinguished from real actions; and as personal actions are transitory in their nature, it follows that such suits can be brought in any state where the process of the court can be served on the defendant. A, living in Pennsylvania, may bring suit against B, living in Indiana, in the courts of either state, or of any other state, or of any foreign country, if service of the process of the court can be had on B in such state or country. In other words, either can sue the other wherever he can find him. But the one having brought the other into court, what laws are to control in the trial of the suit? So far as the formalities of the process, the trial of the cause and the enforcement of the remedy are concerned, these are governed by the *lex fori*, or the forum in which the suit is had. Among these are the statute of limitations, laws against usury, the enforcement of collections or exemption on execution, and the like.

So far as the interpretation of the contract is concerned, and the obligations it imposes, these are controlled by *lex loci contractu*, or the place where the contract was made. It is a legal principle that a contract valid or void where made is valid or void everywhere. The question then often becomes important and even sometimes difficult. Where was the contract made, or by what law is it to be interpreted? Because A, living in Pennsylvania, meets B, living in Indiana, and buys from him a car of hay, it does not necessarily result

as decided by its Supreme Court, and recorded in 176 State, 45, and other cases. It therefore follows that the Pennsylvania buyer purchasing hay to be paid for in Pennsylvania will have the terms of his contract construed and determined by the laws of that state, wherever the purchase may have been made.

Late Patents

Issued on October 15, 1901.

Grain Cleaner and Distributor.—Joseph Wilhelm, Wheaton, Minn. Filed Jan. 23, 1901. No. 684,562. See cut.

Grain Separator.—Anton S. Frosliid, Minneapolis, Minn. Filed May 13, 1901. No. 684,751. See cut.

Issued on October 22, 1901.

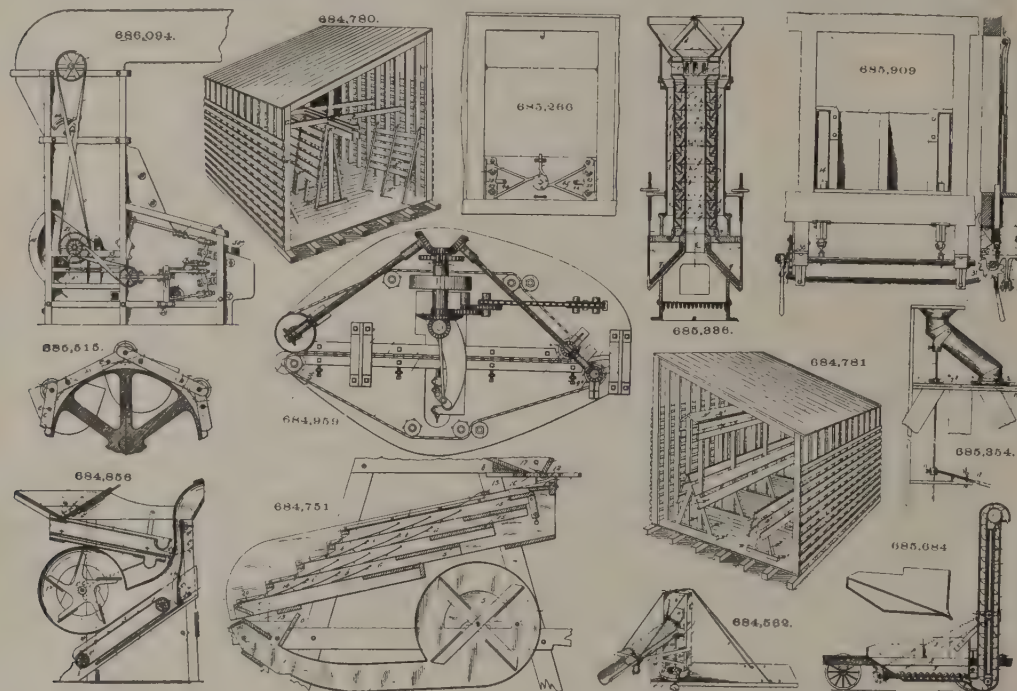
Filled-Sack Sewing Machine.—A. T. Timewell, Chicago, Ill., assignor to Albert Dickinson, same place. Filed Oct. 3, 1898. No. 684,959. See cut.

Corn Crib.—N. S. Beale, Tama, Iowa. Filed Feb. 28, 1901. No. 684,780. See cut.

Corn Crib Ventilator.—N. S. Beale, Tama, Iowa. Filed Feb. 28, 1901. See cut.

Grain Separating Machine.—John L. Owens, Minneapolis, Minn. Filed Aug. 21, 1897. No. 684,855.

Combined Grain Winnower and Cockle Separator.



that it is an Indiana contract. For instance, the terms of the contract may have been that B should deliver the hay to A in Pennsylvania and draw a draft for payment by A at place of delivery; or B may have agreed to deliver the hay to the order of A in New York, and A to pay the draft for the same at his home in Pennsylvania. In general, though not always, the place of payment or performance is the place of the contract. Suppose a note to be signed in Boston and payable in New York, is it to be construed by the law of Massachusetts or of New York? It seems from authorities that a contract may have two different places, the law of which enters into its construction. If it be expressly payable or to be otherwise performed than where it is signed, then that is its only place. If it be but a naked promise, without any special condition as to place of payment, then it must be demanded of the maker wherever he is, or at his domicile, but it would be regarded as made where it is signed.

If A comes to Indiana to buy hay and there receives it and gives his obligation for it which specifies Indiana or no place of payment, it is an Indiana contract. When the note is due, it may be demanded of the maker wherever he is, but wherever demanded it would be construed by the laws of Indiana. If the note were made payable in Pennsylvania, it could be demanded nowhere else and would be construed by the laws of Pennsylvania. If A, living in Pennsylvania, should send his order to Indiana, and the hay is sent to him from Indiana by a carrier whom he designated, or in usual course of trade, this would be a completion of contract, and it would be an Indiana contract. But if A gave his note for it, payable in Pennsylvania, it would be a Pennsylvania note. The Roman civil law considered the place of payment, or performance, as the place of the contract. Such is also the law of the state of Pennsylvania,

—John L. Owens, Minneapolis, Minn. Filed Jan. 22, 1900. No. 684,856. See cut.

Issued on October 29, 1901.

Grain Door for Cars.—Walter R. Browning, Padonia, Kan. Filed April 11, 1901. No. 685,505. See cut.

Grain Door for Cars.—Walter R. Browning, Padonia, Kan. Filed April 11, 1901. No. 685,506.

Conveyor.—Chas. W. Hunt, West New Brighton, N. Y. Filed Dec. 3, 1900. No. 685,515. See cut.

Grain Door.—John Flesher, Parry Sound, Canada. Filed Sept. 8, 1900. No. 685,266. See cut.

Swiveled Elevator Spout.—Chas. E. Smead, Horton, Mich. Filed Jan. 28, 1901. No. 685,354. See cut.

Apparatus for Drying Grain.—Prosper Leroy, Jean Berard, Louis Berard and Jean A. de la Fresnaye, Paris, France. Filed July 31, 1900. No. 685,336. See cut.

Grain Unloader and Elevator.—Frank Jestrab, Pisek, N. D. Filed Jan. 4, 1901. No. 685,684. See cut.

Issued on November 5, 1901.

Grain Car Door.—Alphonse Couture, Superior, Wis. Filed July 6, 1901. No. 685,909. See cut.

Machine for Cleaning Wheat.—Anton Leikem, Chicago, Ill. Filed March 13, 1900. No. 686,094. See cut.

A select committee of the Victorian Legislative Assembly has been conducting an inquiry into the question of handling export grain in bulk in that state of the Australian Commonwealth. The engineers of the railways generally favored the bulk plan, but it was thought there would be a slight increase in the cost of handling the grain over present rates.

PERSONAL

James Ewing is buying grain at the new elevator at Midland City, Ill.

W. L. Beaton of Fisher, Minn., is now manager of the Peavey elevator at Bathgate, N. D.

W. W. Moore is the new manager in charge of the Smith Elevator at Battle Creek, Iowa.

John B. Kilpatrick, for several years with Lohrke & Co., is now with the Nye-Jenks Company.

L. G. Foss of Brownstone, Minn., is now manager of the Northwestern Elevator at Litchfield, Minn.

G. O. Helvig, formerly at Dawson, Minn., now has a position with the Northwestern Elevator Company at Shelby, Minn.

F. G. Baird has discontinued his grain business at Battle Creek, Mich., to go into the dry goods business at South Bend, Ind.

C. F. Fitton, formerly of Peoria, Ill., is now in charge of the grain elevator of Henry L. Gormann & Co. at Mansfield, Ohio.

Frank E. Topper succeeds Frank Strong, resigned, as manager of the Farmers' & Merchants' Elevator at Stephen, Minn.

Harry Stauffer, formerly of Lamolille, Ill., is now in charge of the E. W. Houghton Company's grain and lumber business at Van Orin, Ill.

P. G. Jones, a member of the Board of Aldermen at Champaign, Ill., has been appointed manager of the big transfer elevator in that city.

Melvin Fenton of Alden, Minn., now has charge of the Leusman Elevator, at Albert Lea, Minn., which was purchased recently by G. A. Swan.

L. L. Brigham has retired after 47 years of active business life in Worcester, Mass. He has sold his hay and grain business to E. W. Kennipon & Co.

Joseph Bauman, who was a stockholder in the George H. Phillips Company, has posted his membership in the Chicago Board of Trade for sale.

S. P. Broughton, who has been state grain inspector at St. Joseph, Mo., for three years, has tendered his resignation and will go South for his health.

Will Larsen has resigned his position as grain buyer for the Hubbard & Palmer Company at Rock Rapids, Iowa, to enter the banking business at Hills, Iowa.

Ex-County Judge J. D. Perry of Black River Falls, Wis., has been engaged as manager of the warehouse of the Merrillan Grain & Produce Company at Merrillan, Wis.

A petition has been presented to the Minister of Trade and Commerce of the Dominion of Canada, requesting that C. P. Metcalf be appointed grain inspector at St. John, N. B.

H. E. Kinney, formerly of St. Thomas and Hannah, N. D., is now superintendent of the Washburn line of elevators in the eastern part of North Dakota, with headquarters at Bismarck.

Joseph R. Begg, of Richardson & Co., of the Chicago Board of Trade, was married recently. The occasion was pleasantly celebrated by his many friends, who loaded his desk with flowers and presents of every description.

Miss Carolyn McCord, eldest daughter of J. W. McCord, secretary of the Ohio Grain Dealers' Association, is studying vocal music in New York, under the celebrated vocal teacher, Mme. Helené Maille, of Carnegie Hall.

Wm. W. Bouslough has removed from Sumner, Iowa, where he has been in the grain and seed business, to Eagle Bend, Minn., and is now in the lumber and machine business as a member of the firm of Bouslough & Gillett.

Joel J. Ellis of La Grange, Ill., treasurer of the B. F. Gump Co., Chicago, was married on November 9, to Miss Maud Graham, a lady well known in social circles of the South Side, Chicago. Mr. and Mrs. Ellis are now at home at La Grange, Ill.

The many friends of G. T. Burrell of the elevator building firm of G. T. Burrell & Co., Chicago, will be pleased to learn that after a period of severe illness, in which he underwent an operation for appendicitis, that he has entirely recovered, and on November 12 assumed his regular duties at the company's office.

The Czar has sent several officers of his own household into the interior of Russia to buy all the available stocks of grain. The action is differently interpreted. By some it is taken to indicate a fear of international complications, while others see in it but a precaution against famine.

Fires - Casualties

The grain store of Charles Pence, at Hebron, O., has been damaged by fire.

About 300 feet of cribs adjoining the elevator at Melvin, Ill., were destroyed by fire at noon October 22.

The Sunset Wood Company's hay warehouse at San Antonio, Tex., was destroyed by fire October 15, with 40 carloads of hay. Loss, \$5,000, partly insured.

The Pere Marquette elevator at Ludington, Mich., was damaged by fire October 6 to the amount of about \$1,000. The fire started in the car shed from a spark from a locomotive.

The elevator of Frank and Glen Anthony, at Markle, Ind., which was destroyed by fire October 8, was valued, with contents, at \$6,000. It is reported that the elevator will not be rebuilt.

The elevator of the Hatfield Grain & Lumber Company at Hatfield, Minn., was struck by lightning October 28, and set on fire. The flames were extinguished before serious damage had been done.

The Stanton Dillingham Elevator at Kouts, Ind., owned by E. W. Wagner, a commission merchant of Chicago, was destroyed by fire recently. It had a capacity of 20,000 bushels. Loss, \$5,000; insurance, \$4,000.

W. McNaughton, buyer for the Winnipeg Elevator Company at Miniota, Man., was badly injured by the breaking of machinery in the elevator November 1. His arm was crushed and broken and he sustained other serious injuries.

The two large elevators of the Botsford Elevator Company at Port Huron, Mich., were burned November 4 at night. The steamer Spokane was unloading grain at the time and was saved with difficulty. The loss was about \$300,000.

The bottom of two bins containing corn at Elevator B of the Northern Grain Company, Manitowoc, Wis., fell out October 22, and about 20,000 bushels of corn were spilled out on the ground, some of it going into the river. The loss was about \$200.

An overheated bearing in the cupola set fire to the elevator of Kennedy & Son and Orville Gordon, at Ray's Crossing, Ind., October 16. The building contained 6,000 bushels of grain. The loss was \$10,000, fully insured. The plant will probably be rebuilt.

H. J. Klingler & Co.'s grain elevator at Butler, Pa., was damaged by fire early in the morning of October 21, just after the machinery was started for the day. The fire started in the upper part of the building, evidently from friction. The damage was about \$2,000.

A. D. Johnson's elevator at Pawnee City, Neb., was burned on the night of October 9. It is not known how the fire originated. This is the second elevator burned on the same site during the past fifteen years. There was but little grain in the elevator. Loss, \$4,000; insurance, \$3,000.

The new elevator of the Kay County Grain & Coal Company, at Nardin, Okla., was destroyed by fire October 21 at 10 o'clock p. m. The building was erected last winter by a stock company of farmers and was valued at about \$3,000. It contained about 6,000 bushels of wheat. There is talk of rebuilding.

A spark from a locomotive set fire to the Plymouth Elevator, at Merrill, Ia., November 2. The elevator and several box cars loaded with grain were burned. It was owned by the Plymouth Roller Milling Company of Le Mars, Iowa, and was partly insured. The loss was about \$8,000. The elevator will be rebuilt.

Robinson Brothers' feed warehouse at Austin, Tex., was gutted by fire October 25. About 500 tons of hay and all the feed in the building were destroyed. The cause of the fire is believed to have been spontaneous combustion in the hay. The loss was about \$3,800 on stock and \$3,000 on the building, with insurance of \$3,200.

The elevator and flour mill of the Semler Milling Company, at Hamilton, Ohio, were burned November 2. The fire started in the mill and spread to the elevator adjoining. Both are a total loss. The loss on elevator building and machinery was about \$10,000, and the entire loss on mill, elevator and contents was \$68,000, with about \$28,000 insurance.

The grain elevator of the Pere Marquette Railroad Company, at Ionia, Mich., leased and operated by W. C. Page & Co., caught fire October 15, and the roof and upper story of the building were destroyed. The cause of the fire was a defective chimney. Page & Co. estimate their loss at \$7,500; insured. The damage to the building will exceed \$2,000. The railroad company repaired the elevator at once, and Page & Co. will resume business.

They met with a similar loss in the burning of their Third street elevator last spring.

The Wisconsin Malt & Grain Company's elevator at Appleton, Wis., was damaged by fire, caused by an electric light wire, November 6. The elevator contained about 250,000 bushels of malt, barley and oats, all of which was more or less damaged by water. The loss and damage was about \$30,000, which is covered by insurance.

The grain elevator and warehouse of Wisner & Co. at Huling and Tennessee streets, Memphis, Tenn., was partially destroyed by fire October 22. The fire originated in the engine room and was the result of an explosion of a gas engine. This is the second fire in the same plant this year. The loss in this instance is estimated at over \$10,000.

F. L. Kidder & Co.'s elevator and warehouse at Paris, Ill., was burned about 1 o'clock a. m. October 21. The fire is thought to have been of incendiary origin. Mr. Kidder estimates his loss at about \$65,000. The insurance is \$37,500, of which \$26,000 is on grain in store, \$5,500 on elevator and contents and \$6,000 on warehouse. The plant will be rebuilt.

The St. Anthony & Dakota Elevator at Clara City, Minn., was burned to the ground October 13 at 3 o'clock a. m.; cause, unknown. About 8,000 bushels of grain were stored in the building, all of which was lost. The books were burned, and the only thing saved was the gasoline engine, which was inclosed in a brick building. The company will erect a new elevator at once.

OUR CALLERS

We have received calls from the following gentlemen promptly connected with the grain and elevator interests, during the month:

R. N. Parshall, Owosso, Mich.
H. G. Struckman, Elmhurst, Ill.
G. A. Stibbens, secretary National Grain Dealers' Association, Chicago.
L. I. Ziegler, representing Nordyke & Marmon Co., Indianapolis, Ind.
B. A. Lockwood, president National Grain Dealers' Association, Des Moines, Iowa.
A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.

CROP REPORTS

Manitoba is reported to have produced 55,000,000 bushels of wheat, averaging 29 bushels per acre, the greatest crop in her history.

In many parts of Texas there has been a crying need for general rains, while in the northern part of North Dakota great delay and some loss will result in thrashing on account of heavy rains.

The Orange Judd Farmer estimates the oat yield at 25.1 bushels per acre, against 29.9 last year; this and a slightly reduced acreage give a total crop of 700,869,000, against 832,254,000 bushels last year.

The Ohio State Crop Report says that the acreage for the next crop is somewhat less than it was this year. The condition is only 78 per cent of a full average, due to late sowing or fly and chinch bug in the early sown wheat.

C. E. Lewis of Minneapolis recently returned from a trip through North Dakota, and says that he never saw prosperity so general. Where the wheat yield has been disappointing it has been more than offset by the heavy yields of flax, oats and barley.

Orange Judd Farmer estimates the broom corn crop of 1901 at 26,860,000 pounds, as compared with 39,506,000 pounds in the crop of 1900. The yield this year was about the same as last, 503 pounds per acre, compared with 504 pounds last year, but the acreage this year fell off to 53,300 acres from 78,550 acres last year.

The monthly crop report of the Government Weather Bureau, dated November 1, says: "In Nebraska, Kansas and Iowa fall grain has made vigorous growth, but it needs rain over limited areas in the two last-named states. In Missouri, Illinois, Ohio and Kentucky germination and growth of fall sown grain has been checked by absence of moisture. In Indiana and Michigan the condition of the crop is promising."

Under date of November 11 the Department of Agriculture at Washington issued the following estimate of the corn crop: Estimated yield, 1,358,000,000 bushels, as compared with 2,105,000,000 bushels in 1900. The reserves in farmers' hands November 1 are estimated at 94,000,000 bushels. The estimated average yield per acre of corn is 16.4 bushels, as compared with the previous ten-year average of 24.4 bushels. The present yield is the lowest general average ever recorded for this crop, being 2.2 bushels per acre below the yield in 1881, which has stood for twenty years as the lowest on record. The estimate for buckwheat this year is 18.9 bush-

els, which is two bushels above the ten-year average. The quality also is high. The estimate on hay is 1.32 tons per acre, against an average for ten years of 1.28 tons.

THE GRAIN RATES INQUISITION.

At the recent session of the Interstate Commerce Commission, held in Chicago November 6 to 9, inclusive, an inquiry was made into the rates from the West on grain for export, with special reference to the complaint made by the millers of the United States that their product is discriminated against and their export trade being ruined by low inland rates on export grain.

Captain George J. Grammar, traffic manager of the Lake Shore Railway, was questioned at length by Commissioner Prouty. From his testimony it was learned that the rate on grain from Chicago to New York, domestic, was 17½ cents per hundred pounds, and on export grain 16 cents per hundred. The rate from the Mississippi River is 116 per cent of that from Chicago. Business originating west of Chicago is shipped through on a through bill of lading, but grain coming to Chicago locally is then billed East from point of shipment.

Captain Grammar testified that while the foregoing were the published rates on grain, the actual rates were considerably less and were not generally made known. He said that by special agreement of the traffic managers a proportional rate had been made east of Chicago of 13½ cents on wheat to New York, 12½ cents to Philadelphia and 12 cents to Baltimore. At one time rates as low as 13 cents had been made on export wheat, Chicago to New York, and 11½ cents to Baltimore. This was 2½ cents under the published Baltimore rate and 3 cents under the published New York rate.

Captain Grammar said that he did not consider it a violation of the law to make proportional rates, because they are open to any shipper, and the reason they are not published is that they are a proportion of the through rate. No grain moves or is expected to move under the published rate, either from Chicago or the Mississippi River, and the same is true, he said, of flour, which has been moved from the Mississippi River to New York this summer at from 12 to 16 cents per hundred-weight. Grain was moved at an average rate of 2 cents per hundred less than flour. From Kansas City to Chicago the agreed rate on grain was 10 cents, but it had moved at 6 to 7 cents, and from Chicago to Baltimore at 9½ cents. On flour from Chicago to Baltimore the best rate was 10½ to 11 cents.

Captain Grammar said that the maximum grain rate of 8 cents, Chicago to New York, and flour rate of 12 cents, had been maintained throughout the summer with the possible exception of a short time early in the season. The Lake Shore had carried very little wheat this summer, the actual figures being 19 cars domestic and 57 cars export wheat; while 356 cars domestic and five cars export flour had been carried, the figures covering the period from June to September inclusive.

Questioned by Commissioner Prouty as to the workings of the Central Freight Association, by which the proportional rates are made, Captain Grammar said that the organization was entirely informal and met merely to exchange opinions. Local committees are maintained in various cities. The proportional rates are fixed by common consent, but no penalty is prescribed for not maintaining them. Captain Grammar thought that the railroads had favored the millers by milling-in-transit rates, extending free storage on flour to 90 days, etc., and in other ways, and said that lake competition in the carrying of grain was responsible for the low rates, which could not be remedied.

W. B. Biddle, freight traffic manager of the Santa Fe, when questioned, admitted that the rates on export grain from Kansas City via Chicago had not been observed this year. His road had carried export grain almost exclusively, though no evidence except the statement of shipper that grain was intended for export was required. Much export grain was carried by his road from Kansas City to Galveston, but no flour.

J. F. Tucker, chairman of the Central Traffic Association, testified that he was the only officer of that organization and that he did not know by what tenure he held the office. Some twelve or fifteen clerks are employed. Meetings are held once in two months, or oftener, if a member requests. A stenographer records the proceedings, which consist of discussions and the general sense of the meeting on matters discussed, and these proceedings are printed in pamphlet form and issued as an information circular to the representatives of the various roads. In addition to this pamphlet weekly statements of tonnage shipped East, showing the rates, are issued and sent to the executives of the various roads. Mr. Tucker testified that no arrangements were in force for maintaining percentages.

E. P. Bacon of Milwaukee presented a statement showing the rates on grain from points in Iowa, South Dakota, etc., known as Milwaukee

points, to New York for export, showing that the export rates on grain from those points are from 3½ to 4½ cents per hundred less than the export rates on flour.

F. H. Magdeburg, a prominent miller of Milwaukee, stated that it was possible for French millers to import our northwestern wheat, pay duty on it, grind it into flour and export it to England in competition with American flour. The English miller, he said, has the same advantage, with the result that the American miller is fast losing his foreign market through the prevailing low inland freight rates on export wheat.

The commission then closed the inquiry and took the matter under advisement.

BARLEY AND MALT

It is estimated that there are one million bushels of barley in the warehouses at Dayton, Wash.

The Dakota Malt & Grain Company will erect a large malt house at Sioux Falls, S. D., to cost \$97,000.

The Manitowoc Malting Company, of Manitowoc, Wis., has increased its authorized capital stock from \$200,000 to \$300,000.

The German ship Jupiter recently loaded at Tacoma for Europe the first full cargo of barley ever taken from that port for any destination.

The Oregon Railway and Navigation Company has announced a cut in the barley rate to Milwaukee and Chicago common points, effective November 1, to 58½ cents per 100 pounds in carload lots. The old rate was 60 cents.

Albert Schwill and Henry O. Langhorst have transferred to Albert Schwill & Co., Incorporated, the malthouse, elevator and about twelve acres of ground at the southeast corner of Avenue C and 103d street, Chicago, for \$120,000.

Montana farmers have shipped new crop barley to Duluth and other eastern grain markets to be sold at 95 cents or more per hundred. Their consignments netted them about 8 cents per hundred above the best price offered by local buyers.

The stockholders in the former O'Neill Grain Company, which has been in liquidation for a year past, have received their final dividend, amounting in all to 35 per cent of the face value of the shares. Henry J. O'Neill, the "barley king," was at the head of this company.

Tests of barley for feed for horses and mules, as made at the North Dakota experiment station, show that barley is not so good feed as oats. As barley forms a pasty mass when ground and mixed with saliva, it is considered more satisfactory to crush than to grind it.

Corbett Brothers shipped recently from Walla Walla, Wash., 100 carloads of barley within a month. The grain was raised in Columbia County, Wash., where over a million bushels were produced this year. Most of it went to Denver, but some went to Montana points.

The P. H. Rice Malting Company's plant, located at Cragin, Ill., has installed two recording thermometers, one on each kiln; also an air-compressor engine with a capacity of 200 cubic feet of air per minute. The plant is now running to its full capacity. M. O. Boyle is foreman.

Bernard Berg, of San Francisco, Cal., has secured a patent on a malting apparatus, which consists of a malting drum and an interior cylinder, with hot-air main and branches leading to each end of the drum, with valves by which hot air may be admitted to one or both ends of the drum, or cut off entirely.

From September 27 to October 23, five full cargoes of barley were shipped from Portland, Ore., to European ports, with an aggregate of 518,791 bushels. The first direct shipment of a full cargo of barley was made by G. W. McNear about four years ago, and since that time the business has been steadily growing.

The Davenport Malt and Grain Company of Davenport, Iowa, held its annual meeting November 5 and declared its annual dividend of 5 per cent. All the directors were re-elected. The report showed a present surplus, after deducting the dividend, of \$1,622.82. Extensive improvements are being made and the capacity of the plant is to be increased three-fold.

The cleaning department of the American Malting Company's elevator at Winona, Minn., has been done away with, and the building will be used only for grain storage purposes. Instead of cleaning the grain, it will be shipped from original points of purchase direct to the several malting

plants of the company, all of which are now provided with cleaning machinery.

Correspondents of Rosenbaum Brothers, Chicago, report from Minnesota that from 50 to 65 per cent of the barley crop has been marketed. Large quantities are being fed, which still further reduces the amount in farmers' hands.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.		Value.
September, 1900	10,091	\$	4,846
September, 1901	120		111
Nine mos. end'g Sept., 1900..	28,768		13,954
Nine mos. end'g Sept., 1901..	5,499		2,554
Exports—			
September, 1900	1,314,783		611,061
September, 1901	1,788,660		819,826
Nine mos. end'g Sept., 1900..	10,992,721		5,117,018
Nine mos. end'g Sept., 1901..	4,371,978		1,991,838

BARLEY MALT.			
Imports—			
September, 1900	400	\$	325
September, 1901	325		203
Nine mos. end'g Sept., 1900..	3,862		3,973
Nine mos. end'g Sept., 1901..	2,866		2,874
Exports—			
September, 1900	30,941		22,491
September, 1901	20,554		13,458
Nine mos. end'g Sept., 1900..	239,598		175,961
Nine mos. end'g Sept., 1901..	288,247		195,134

FLAXSEED

It is estimated that 3,000,000 bushels of flax in the Northwest are covered by snow.

The linseed oil mill of Body & Noakes, at Winnipeg, Man., has resumed operations for the season, with plenty of seed in sight.

Competition in the linseed oil business is now pretty keen and the price of oil is falling rapidly in proportion as the crushers are increasing their output.

The flax receipts at Duluth for the week ending November 2 were the largest on record, amounting to nearly 2,000,000 bushels, of a value of about \$3,000,000.

An expert on flax culture from Ireland has been visiting Western Washington, and states that the soil and climate of that state are well adapted to flax raising.

Leading flax handlers now estimate the flax crop at not less than 19,000,000 bushels nor more than 23,000,000 bushels, judging from the thrashing returns thus far.

The Orange Judd Farmer's estimate of the flax crop of this country for 1901 is 29,079,000 bushels, from 3,050,000 acres, with average yield of 9.5 bushels to the acre.

An estimate of 40,000 acres has been made for the flax area of Washington, Oregon, Idaho and Montana, which is more than these states ever raised before. It will be absorbed by the Pacific Coast.

The Duluth Commercial Record has cut its estimate of the northwestern flax crop from 25,000,000 to 22,000,000 bushels on account of the wet weather, which is believed to have cost the crop 3,000,000 bushels.

The heaviest single day's receipts of flaxseed at Duluth and Minneapolis were reported October 29, when Duluth received 762 cars and Minneapolis 138: About \$1,300,000 were required to handle the day's run of flax.

The receipts of flaxseed at Duluth during the middle of October were larger than the receipts of wheat, and the demand, both for speculation and export, was enormous. Duluth exports 300 cars a day during November.

According to a recent crop report by the Van Duzen-Harrington Company, the flax crop in Southern Minnesota averaged 7¼ bushels to the acre, and 85 per cent was thrashed and 65 per cent marketed at the time the report was made.

An estimate of the total flax crop of the United States this year, based on the returns from commission houses, places the total output at 28,000,000 bushels. Of this North Dakota is credited with 15,000,000 bushels; Minnesota, 6,000,000 bushels, and South Dakota, 2,500,000.

The flax crop in the Red River Valley of North Dakota has suffered severely from bad weather conditions and the effect has been noticeable in the uncertainty as to prices on the exchanges. Reports from Ramsey County, North Dakota, stated that over a million bushels of flax were damaged by continued wet weather, which prevented harvesting. Still, according to latest reports, the flax crop of North Dakota is certain to be enormous, and

wherever the grain has been cut with reapers it has been left lying on a good stand of stubble, which allows air to circulate under it and keep it dry.

Dickerson Brothers of Brown County, South Dakota, are said to have harvested 3,500 bushels of flaxseed from 200 acres. The price at \$1.20 per bushel would be \$4,200, or a little over \$20 an acre, which is more than the land would have cost them, if bought last spring.

The report of Flax Inspector Stevens, of the Chicago Board of Trade, for the month of October, shows that the receipts of flaxseed at Chicago during October were 554,250 bushels, which were the lowest October receipts, with one exception, in nineteen years. The largest receipts were in 1885, when 2,379,500 bushels came to Chicago in October, and the smallest were in 1897, only 424,560 bushels.

Idaho flaxseed has graded better with the inspector of the Chicago Board of Trade than seed from states farther East that passes as No. 1 Northwestern. Heretofore Idaho farmers have been unable to get the Chicago price on No. 1 Northwestern, on the ground that the Idaho product would not grade up to that standard, but they now have reason to believe that their seed is even better.

General Manager Pennington, of the Minneapolis, St. Paul & Sault Ste. Marie Railroad, in speaking of the crops along the line of his road, said: "Flax is the one great crop. Men have raised from thirteen to twenty-six bushels of flax to the acre. This year about 3,000,000 bushels have been raised on the land along our line between Harvey and Kenmare. The yield has averaged about eighteen to twenty-one bushels per acre. The farmers have sold the whole crop for about \$1.25 per bushel. Some have received a better price even than this. In round numbers, they have received, or will receive, \$3,750,000 from their flax crop."

OBITUARY

W. E. Keith, of the firm of L. J. Keith & Son, Fairfield, Ill., was instantly killed while experimenting with a new seed pressing machine at the grain house of the firm.

Sylvanus M. Warner died at Kewanee, Ill., October 12, aged 84 years. He was for 40 years a leading grain buyer in Henry County, Illinois, coming to this state from Leeds, Canada, in 1838.

Isaac S. Miller died at his home in Lexington, Ky., October 26, aged 55 years. Mr. Miller had been engaged in the feed and grain business in Lexington for many years. He leaves a widow and one son.

George L. McDonald died at his home in South Livonia, N. Y., October 14, of Bright's disease, aged 63 years. For many years he was connected with A. J. Holden in the grain and produce business at South Livonia. Three sons and three daughters survive him.

John L. Whitaker, president of the Whitaker Grain Company, of St. Joseph, Mo., died in that city, October 31, of apoplexy. Mr. Whitaker was fifty years old and had been engaged in the grain business for twenty years. He is survived by his widow and seven children.

A. P. Dutton died at Racine, Wis., October 31, aged 79 years. Mr. Dutton was born in Stafford, Genesee County, New York, June 22, 1822, and in 1841 settled at Racine. A year later he engaged in the grain business. He built the first piers and elevators at Racine and was prominently identified with the shipping interests of that port. He was actively identified with all that pertained to the development of Racine and was a prominent figure in local politics. Of late years he has resided on his farm near Racine and has busied himself with the breeding of racehorses. Two sons and two daughters survive him. His wife died some years ago.

John Robson, a member of the Chicago Board of Trade, died October 20 at his Chicago residence, aged 71 years. His death was sudden and was due to an acute attack of Bright's disease. Mr. Robson was born in Leeds, Eng., and came to this country with his parents when 13 years old. He began his career as a grain man in 1852 at Madison, Wis., at the age of 22 years. In 1859 he went to Minneapolis, where he continued in the grain business and also engaged in the lumber business. In 1889 he removed to Chicago. His wife died in 1887. Mr. Robson is survived by four daughters and one son. He accumulated a large fortune by investments in timber and ore lands, as well as in grain, and was an active speculator on the Board of Trade on a large scale up to the time of his death.

Toledo received the first car of new corn on October 12. It was Ohio-grown, damp and soft, and sold for 47 cents.

TRANSPORTATION

Vessel room for several million bushels of grain was chartered early in the season, Fort William to Buffalo, for which it is not easy to now get cargoes.

The Rock Island Route has published proportional tariffs on grain from Iowa points to Council Bluffs, advancing rates from 1 to 3 cents over the Iowa distance tariffs.

The railroads of the Northwest are making special efforts to move the grain crop with dispatch. The orders are to give grain the preference over all other business wherever possible.

Shipments of grain from Chicago during the last week in October were the largest in four months, and aggregated 1,840,000 bushels, 385,000 more than the previous week, and 551,000 more than last year.

The Missouri Kansas & Texas Railway has given notice of a reduction of rates on grain and grain products from St. Louis and Kansas City to Texas points, to meet the recent cut in rates made by the Kansas City Southern.

Grain export rates at Pacific coast ports have fallen sharply. The British ship Allerton has been chartered for wheat, San Francisco to Europe, at 36s 3d (23.7 cents) per bushel, after refusing 41s 3d three months ago and lying idle during that time.

Corn exports at New York are said to be over 30,000,000 bushels behind those of 1900. It is said that 100,000 tons of ocean space have been tied up in New York, a like amount in Philadelphia, and smaller amounts in Boston, Baltimore, Norfolk and New Orleans.

Rates on grain by lake, Chicago to Buffalo, jumped to 2 cents a bushel for wheat November 7 and later to 2½ cents. Corn rates held at 2 cents. The advance was sudden and was caused by scarcity of tonnage, due to the demand for boats to load ore and grain at Lake Superior points.

The Wisconsin Central is said to be planning to carry more wheat, and to secure this traffic will buy more rolling stock and provide greater elevator facilities. Interested grain men are ready to build terminal elevators on the road's property at Minneapolis, and this may be done in the near future.

Grain commission merchants of Milwaukee have presented a formal petition to the Wisconsin Car Service Association, asking for an extension of the time given for the unloading or loading of cars before demurrage shall be charged. The present rules demand demurrage of \$1 per day per car after 48 hours.

Shortage of cars at Minneapolis to move grain has never before been more noticeable than this season. The difficulty is due largely to the fact that considerable quantities of merchandise are being shipped East from Minneapolis and other northwestern cities, and that there is no excess this year of car receipts over car shipments, as is usually the case. The heavy eastward movement of flour contributes to this shortage of cars. Some of the big railways are reported short as many as 1,500 cars.

Freight rates on oats from the Cascade country of Montana to Helena and Butte have been reduced from 27 cents to 15 and 25 cents, respectively. Heretofore the rate from the Flathead country, in the extreme northwestern part of the state, has been 2 cents per hundredweight under the rate from Cascade, which has given the Helena and Butte markets to the Flathead farmers, but the new rate makes it probable that the Flathead oat crop will be marketed in Spokane. Rates on hay from Northern Montana have been lowered to permit of marketing the surplus at Helena or Butte.

Competition for the grain of Washington has led the Minneapolis-Chicago lines to cut the rate, in hope of diverting the traffic from Duluth to Chicago. The rate from the state of Washington to Chicago was 60 cents, the Northern Pacific and Great Northern taking 51 cents as their proportion, and their eastern connections from the Minnesota Transfer 9 cents. The latter cut the rate to 7½ cents, making the through rate from the coast to Chicago 58½ cents. The rate from the transfer to Duluth is 5 cents, but it was figured that the lower rate on the lakes from Chicago east would offset the totals by way of Duluth.

A new departure in the matter of exporting grain by way of New Orleans is the building of a marine leg at Port Chalmette. Contract for this leg has been let by the New Orleans Belt & Terminal Railway, and it will be used for lifting grain from river barges in which the grain has been brought down from St. Louis. It will hoist the grain to the elevator conveyors, which will run it back into the elevator, where it can be loaded on to ocean steamships. It is said that the capitalists back of this enterprise propose to run a line of barges from

St. Louis to New Orleans. The drawback heretofore to the use of barges for this purpose was the cost of unloading.

The Southeastern Mississippi Valley Freight Association met at Louisville November 7 and 8 and considered the complaint of the St. Louis grain men who think they are discriminated against in the matter of grain rates to the southeast in favor of Cincinnati and Louisville. No action was taken looking to their relief.

Items from Abroad

Yucatan issued a decree in June allowing free imports through Chetumal until July 1, 1902, of wheat flour, cereals, flour pastes, crackers, corn and wheat.

The Millers' Gazette says that in the absence of sufficient American white corn in the English market, white River Plate corn is taking its place to a certain extent.

The Sultan of Morocco has decided to open the coast trade in that country for certain articles—that is, to permit grain, fowls, vegetables, etc., to be freely transported from port to port.

Stealing from the granaries on the river front at Hull, England, is so serious that a special river police was asked for. The City Council, however, does not supply it owing to the expense.

A number of barley-buying firms in Scotland have issued a circular to farmers calling attention to the fact that the high-speed thrashers are responsible for the large quantity of broken and damaged barley. They recommend that the machines be specially adjusted to the condition presented by barley when intended for malsters' use.

The Millers' Gazette of London, speaking of the "wave of depression passing over the grain trade," says: "The London option market has not been an unmixed blessing, probably; but it has attracted more wheat to London than it ever had before; but evidently the wheat will have fewer handlers, and more economy in that handling is necessary."

On October 24 in the French Chamber of Deputies, it was announced that the government would adopt measures to enforce the payment of duties on cereals at French ports, stipulating that such dues be reimbursed on the re-exportation of such cereals; but the government would favor a bill modifying the temporary suspension of dues, which has given rise hitherto to deplorable speculation and is beneficial only to millers.

The Getreidemarkt, an agricultural paper, from replies to 5,000 inquiries, calculates that Germany's yield of wheat is 2,470,000 tons; rye, 8,145,500 tons; summer barley, 3,021,860 tons, and oats, 7,105,000 tons. As compared with the yield of 1900, this indicates a small increase in oats and barley, and a decrease of 1,837,560 tons in wheat and 405,200 tons in rye. The paper calculates that Germany will have to import during the current year 3,000,000 tons of wheat and 1,000,000 tons of rye.

The Great Eastern Railway Company of England has sent a committee to America to study our railway methods, with a view to reducing freight rates and adopting larger cars and hauling longer trains. "Rural England is," says Milling, "in a measure, farther away from its customers than the so-called backwoodsman in the western states of America;" and "British traders are a long-suffering race or they would have risen long ago against the antiquated and costly methods of transporting goods."

A new grain elevator has been completed at Geneva, Italy. It is modern in design and machinery, and its dock will accommodate two ships at a time. The machinery will handle 300 tons (say 11,000 bushels) per hour. Grain is handled by the vacuum (pneumatic) system. There are 218 bins which will hold 1,100,000 bushels. One special reason the Italian grain trade is said to have for congratulation in the completion of this elevator is the fact that hereafter shipowners, shippers and receivers, as well as buyers at the elevator, will get honest weights. The company is capitalized at 5,000,000 lire, or \$965,000, 60 per cent of which is owned in Germany and Switzerland.

The six markets at which most English wheat is sold are Norwich, Mark Lane, Peterborough, Lincoln, Hull and Ipswich, in the order named. Peterborough has taken the place once occupied by Lynn. The markets for foreign wheat which occupy the first six places are Liverpool, Mark Lane, Bristol, Manchester, Hull and Birmingham. The London market remains the most important of English corn exchanges, for it is a good second for both sorts of wheat, whereas Norwich, which slightly surpasses it for English, sells very little foreign, and Liverpool, which is the premier market for foreign, regards an English sample as quite a curiosity.

The EXCHANGES

A Chicago Board of Trade membership changed hands on Nov. 5 at \$2,675.

The bucket shops of Kansas City were given a blow in a vital spot for several days last month when the directors of the Board of Trade there ceased posting quotations.

The directors of the Chicago Board of Trade have decided not to participate in the next meeting of the National Board of Trade, believing the results do not justify the trouble and expense.

The Board of Governors of the Indianapolis Board of Trade have referred to the finance committee and a special committee the question of removing to a new building and selling the present one.

The members of the grain section of the Toronto Board of Trade, dissatisfied with the market report service they have been furnished, have installed a private wire service with the Winnipeg, New York and Chicago markets. It will be supported by subscription.

The Chicago Board of Trade had as guests a couple of weeks ago a party of prominent Porto Ricans. Geo. F. Stone, secretary of the Board, went to Detroit and met them. They visited the Board of Trade, stock yards, etc., and were entertained at a luncheon and banquet.

The St. Louis Merchants' Exchange has expelled A. Kaller, a grain dealer, for unmercantile conduct. The specific charges involved the purchase of carlots of grain, the removal of 25 to 30 bushels from each car, and their shipment into the country to various customers under the original weights.

C. P. Evans, who was expelled from the Minneapolis Chamber of Commerce for failing to respond to a summons to appear before the arbitration committee, has brought suit against the exchange to compel it to recognize him as the holder of a membership and entitled to all the privileges of the organization.

Sir Thomas Lipton, who is a member of the Chicago Board of Trade, was given a rousing reception during his brief visit to the exchange on October 18. He made a speech of a minute or two, during which all telegraphic communication was cut off and the cataract-like roar of the instruments gave way to the most complete silence.

Attorneys for the Chicago Board of Trade have filed a petition in the federal court at Omaha, Neb., asking that H. R. Penny & Co., James E. Boyd & Co. and Pearson & Sleuman be restrained from using the Board's quotations in the buying and selling of grain and produce. It is practically alleged that the defendants are conducting bucket shops.

The hay and grain committee of the New Orleans Board of Trade has taken up the matter of securing better facilities for handling grain and hay in the yards of the Illinois Central. The dealers desire the centralization of these yards and the erection of storage sheds. Their wishes will probably be favorably considered by the railroad officials.

The committee of management of the Corn Exchange Association at Montreal has asked the railroad companies to have a duplicate inspection certificate attached to the waybill. The purpose of this is to enable the seaboard inspector to know the result of the Ontario inspection, so that in case the inspections do not agree, the grain can be kept separate until the chief inspector can give his decision.

Investigation of a recent complaint wherein it was found that a shipper had his own bookkeeper certify to the weight and grade of oats, led the directors of the Chicago Board of Trade to adopt the following: "Any grain for shipment for which the purchaser requires certificate of inspection or test weight per bushel, other than that furnished by the state inspection department, must be certified to by an official sampler of the Chicago Board of Trade, or by the firm as principal originating such shipment. Any violation of this regulation shall be deemed uncommercial conduct."

The annual meeting of the Minneapolis Chamber of Commerce was held on October 17. President Washburn's report showed that Minneapolis during the last crop year had maintained her position as the world's greatest primary wheat market, notwithstanding the short crop of 1900. The wheat receipts were 81,961,600 bushels. The total receipts of all grain were 117,486,130 bushels. During the year 73 memberships were transferred, the certificates gradually passing from the hands of inactive to active members. The treasurer's report showed a balance of \$10,651.31, nearly double that of the previous year.

HAY

Edward A. Boggs, a wholesale hay dealer of St. Paul, Minn., is dead.

D. V. Markille will open a hay and feed store at 416 to 420 North Fifth street, Quincy, Ill.

E. T. Adair & Co., wholesale hay dealers at Kansas City, Mo., are reported as having sold out.

One of the largest crops of hay known for years has been harvested this season in South Dakota.

A firm of grain dealers at Salina, Kan., recently shipped their sixth carload of alfalfa seed, valued at \$2,000.

Corn harvesters and shredders have been in great demand this fall, owing to the summer's drouth and the consequent lack of hay.

R. S. Summerwell has closed his hay and grain business at Riverside, Cal., and is now interested with his brother in business at Los Angeles, Cal.

Over 25,000 tons of baled hay are stored in the various warehouses at Livermore, Cal., and the warehousemen have been compelled to lock their doors against several thousand tons still in the fields.

It is claimed that brome grass is better adapted for pasturage and feeding purposes in the Northwest than is timothy. Experiments made by the North Dakota Experiment Station are cited in proof of this statement.

Farmers in Northern California are protecting their hay in the field by the use of sectional sheds. Each section is three feet wide and eight feet long and can be readily handled by one man. As many sections may be used to protect a haystack as may be required.

The old Buddenberg furniture factory, at Little Rock, Ark., which was being occupied by T. H. Bunch & Co. as a hay warehouse, was destroyed by fire October 22. Forty carloads of hay, valued at \$3,000, were burned. The fire is supposed to have been set by tramps.

W. W. Atkinson of San Jose, Cal., has sued his partner, H. S. Hamblet, for an accounting of the partnership and dissolution of the firm of H. S. Hamblet & Co., hay pressers. He alleges that Hamblet has money of the firm on deposit and refuses to allow him access to the books.

William Hopps exhibited a truss of English hay to the members of the Baltimore Chamber of Commerce. It came over with a consignment of blooded cattle and was of excellent quality. A truss contains 56 pounds of old hay or 60 of new, and there are 40 trusses to the ton of 2,240 pounds.

Of the contracts for 15,000 tons of hay given out by the Canadian government to Canadian shippers for shipment to South Africa during November, New Brunswick captured 5,000 tons. The hay furnished from this province is a very good No. 2, comprising timothy with a mixture of red top and clover.

T. Lynch, John and Michael Bohan and F. B. Carvell have organized a company to deal in hay and grain at McAdam Junction and Fredericton, N. B. The new company has secured a contract for 10,000 tons of hay to be shipped to South Africa, at the rate of 2,000 tons a month, beginning with November.

At a recent meeting of the Chicago Hay Receivers' Association, composed of members of the Board of Trade, an amendment to the rules was adopted providing that members of the Board not belonging to the Association should turn over to some members of the Hay Association hay consigned to them for sale.

S. O. Edison is operating a straw fiber fuel plant at McCanna, N. D., with capacity of about 40 tons a day. The straw is first baled thoroughly and then put through a grinder and compressed into tubes about four inches in diameter, which can be cut into desired lengths. The farmers haul their straw to the factory and exchange it for fuel.

A good crop of hay was harvested this fall from a tract of land of about 1½ acres fronting on Madison avenue, Seventieth and Seventy-first streets, New York City, the property of the Lenox Library. The land is valued at \$1,500,000, and is said to be the costliest hay field in the world. The land can be improved only for library purposes.

Hay making in the Philippines is a very crude process, according to a returned soldier. He says that ordinarily the grass is cut as needed. The native goes into the field and cuts large armfuls, using a knife shaped somewhat like the American hand sickle, only much smaller, and gives the grass fresh cut to the animals. There are no facilities for storing or handling hay. The custom is to let horses graze, and when hay is wanted a native is

sent out to cut some grass and bring it in. The native custom is to put up hay by binding the center of a large armful with a hempen cord.

A conference was held recently between the hay and grain committee of the Board of Trade of New Orleans, local hay and grain dealers, and officials of the Illinois Central Railroad Company, relative to the building of hay and grain sheds for the better handling of these products at New Orleans. A committee was appointed to prepare plans and specifications of just what was needed for the inspection of the railroad company.

The territorial law of New Mexico has established the following rule for measuring hay in the stack: Throw a tapeline over the stack at an average height and measure from ground to ground. Multiply the width of the stack in feet by the "over" and divide the result by four; multiply the result of the division by the length of the stack and you have the approximate cubical contents. To reduce to tons, for hay that has stood in the stack less than twenty days, divide the cubical contents by 512; for more than twenty days and less than sixty days, divide by 422; for more than sixty days, divide by 380.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending October 19, sales of Choice Timothy ranged at \$13.00@14.00; No. 1, \$12.00@13.50; No. 2, \$11.00@12.00; Not Graded, \$8.00@13.00; Clover Hay, \$7.50; Choice Prairie, \$13.50@14.00; No. 1, \$9.00@13.00; No. 2, \$7.50@9.50; No. 3, \$8.00; Not Graded, \$9.00. Rye Straw sold at \$6.50@7.25, and Wheat Straw at \$5.00@6.00. The receipts for the week were 6,102 tons, against 5,139 tons, for the previous week. Shipments for the week were 591 tons, against 335 tons for the previous week. The arrivals for Timothy Hay were large during the early part of the week and only a moderate demand existed. The market ruled dull and prices declined about 50 cents per ton. The market for Upland Prairie was dull early in the week but later a good demand existed, especially for choice grades.

During the week ending October 26, sales of Choice Timothy ranged at \$13.00@14.00; No. 1, \$11.75@13.00; No. 2, \$10.50@11.50; Not Graded, \$9.50@13.00; Clover Mixed, \$10.00; Clover Hay, \$9.00; Choice Prairie, \$12.50@13.50; No. 1, \$8.50@9.50 for State and \$11.00@12.50 for Nebraska and Iowa; No. 2, \$7.50@9.00; No. 3, \$7.00; No. 4, \$5.50@6.00. Rye Straw sold at \$6.50@7.50, Wheat Straw at \$6.00, and Oat Straw at \$6.00. The receipts for the week were 5,129 tons, against 6,102 tons for the previous week. Shipments for the week were 396 tons, against 591 tons for the previous week. The market for both Timothy and Prairie Hay ruled dull, offerings were liberal, especially for Timothy Hay. Local dealers took hold sparingly and little was done by shippers.

During the week ending November 2, sales of Choice Timothy ranged at \$13.00@14.00—outside for fancy; No. 1, \$12.00@12.75; No. 2, \$10.50@11.50; No. 3, \$10.50; Not Graded, \$9.00@12.00; Clover Mixed, \$9.50; Choice Prairie, \$12.50@13.50; No. 1, \$9.00@12.50; No. 2, \$7.00@10.00; No. 3, \$7.50; Not Graded, \$9.00@11.00. Rye Straw sold at \$6.00@7.50, Wheat Straw at \$5.25, and Oat Straw at \$5.50. The receipts for the week were 5,691 tons, against 5,129 tons for the previous week. Shipments for the week were 452 tons, against 396 tons for the previous week. The offerings were large throughout the week, and inquiry only moderate from all sources. Prices ruled weak but not particularly low.

During the week ending November 9, sales of Choice Timothy ranged at \$12.75@13.50; No. 1, \$11.50@13.00; No. 2, \$10.50@12.00; Not Graded, \$8.00@12.00; Clover Mixed, \$9.50; Clover Hay, \$8.00; Choice Prairie, \$12.50@13.50; No. 1, \$8.50@12.00—outside for Iowa and Kansas; No. 2, \$7.50@10.50; No. 4, \$5.00@6.00; Not Graded, \$8.00. Rye Straw sold at \$5.50@7.00, Wheat Straw at \$5.00@5.50, and Oat Straw at \$6.00. The receipts for the week were 4,583 tons, against 5,691 tons for the previous week. Shipments for the week were 313 tons, against 452 tons for the previous week. The market for all grades of Timothy Hay ruled quiet during the early part of the week. Later the offerings became smaller and choice grades were in good request, with prices firm but not particularly higher. Prairie Hay was dull throughout the week. The receipts were large and only a moderate demand existed. Prices exhibited no material change.

Iowa grain dealers expect only a fair business with this year's crop of corn, at least, until New Year's. Farmers are contracting freely for delivery prior to January 1.

For the crop season ending Aug. 31, 1901, the Minnesota department inspected 124,002 cars of wheat, 19,393 cars of corn, 12,001 of oats, 2,437 of rye, 8,977 of barley, and 21,822 of flaxseed—a total of 188,632 cars.

SEEDS

F. H. Lathrop has purchased the seed business of Jo Hardie at Estherville, Iowa.

A gold medal was awarded to Wisconsin for an exhibit of seeds at the Pan-American Exposition.

The Sioux City Nursery & Seed Company is erecting five granaries for seed corn at its plant in Sioux City, Iowa.

The John H. Allan Seed Company is reported as about to remove its branch seed business from Three-Mile Bay to Sackett's Harbor, N. Y.

R. Myer of Lyons, Kan., is raising alfalfa seed and has arranged to import Switzerland seed for next year's sowing. He says that larger yields can be secured from imported seed.

W. T. English secured a yield of about 50 bushels per acre of yellow Leaming seed corn from his farm near Champaign, Ill., this year. He will sell practically all of it for seed at \$1.50 per bushel.

The Salzer Seed Company has bought from Frank Sherwin of Brookings, S. D., 2,000 bushels of wheat grown on his farm near that city for seed grain, and also all his spelt and timothy seed, all of which is of the finest quality.

The Department of Agriculture will begin its annual distribution of seeds December 1 and will send out thirty-seven million packets. Forage crop seeds, instead of being sent out broadcast, will be sent only to certain sections to which they are adaptable.

The Harvey Seed Company has been organized at Montgomery, Ala., by A. R. Harvey, a wholesale and retail druggist. The new company will do a wholesale and retail garden, field, flower, lawn and bulb seed business at 115 North Perry street, Montgomery.

W. J. Fosgate, a seed grower of the Santa Clara Valley, California, says that Santa Clara County is the largest seed-growing county in the world. Of the 1,000,000 pounds of onion seed used every year throughout the world, he says seven-eighths are grown in Santa Clara County.

C. H. Reed, a florist of Birmingham, Ala., has purchased an interest in the seed business of the Amzi Godden Company, at Birmingham, and has been elected vice-president and treasurer of the company. Charles G. McD. Reed, who has been with the company for a number of years, has also purchased an interest and has been elected secretary. G. B. McVay retains his interest and is president of the company. The business will be enlarged and extended.

The Funk Bros.' Seed Company has been organized at Bloomington, Ill., with capital stock of \$25,000. The incorporators are A. B. Funk, E. D. Funk and D. N. Funk. The company will do its own growing on the nine Funk farms and the L. H. Kerriek farm, near Bloomington, with a total area of 25,000 acres. The object is to raise field seeds and breed corn and other seeds used on farms, including oats, cow peas and soja beans. Not only will the physical side of the seeds be improved, but also the chemical side by developing the various chemical ingredients of the kernel.

The Cape Vincent Seed Company of Cape Vincent, N. Y., has been compelled to make some changes in its plant, owing to the failure of the pea crop. Its large building at Cape Vincent will be used only for the manufacture of split peas, and picking will be discontinued. The pea bug has nearly ruined the pea crops of that section and of Canada, and consequently the headquarters of the company will be removed to Port Huron, Mich., where peas can be grown without interference by this pest. Macomb Gray, who has been the company's local manager for several years, will remove to Port Huron.

The annual meeting of the Illinois Seed Corn Breeders' Association was held at Springfield, Ill., October 3. The committee on packages reported in favor of a box for shipping seed corn 30 inches long, 20 inches wide and 9 inches deep, inside measurement, with ends and middle partition of ¾-inch stuff and sides of half-inch, such a box holding one bushel of ears laid in compact, so that they could not move. It was recommended that cribs for seed corn should be built double, with an air space and ventilators and facilities for heat for drying if necessary. The foundations should be stone or brick piers, with sheet-iron caps on top of the piers, bent slightly downward to prevent rats and mice from entering, and there should be no bridges or driveway floors. The corn should be placed on racks holding two ears in width and six to ten ears high, with aisles between, 30 inches wide, to make examinations.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

Scientific Feed Mill, size N-1. Good as new.
W. O. BRACKETT & CO., Sherman, Texas.

FOR SALE.

Nice Red Clover and Millet Seed. Write for samples and prices to
LA ROSE GRAIN CO., La Rose, Ill.

FOR SALE.

Fairbanks & Morse Gasoline Engine, 4 to 5 horsepower. Good as new.
CROWN MFG. CO., 506 Second St. S., Minneapolis, Minn.

GASOLINE ENGINES.

All makes of gasoline engines bought, sold, rented and exchanged. Address
M'DONALD, 36 W. Randolph St., Chicago.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to
PHILIP SMITH, Sidney, Ohio.

ILLINOIS ELEVATOR.

For sale, the Halderman Elevator, capacity 25,000 bushels. Gasoline engine and two dumps. Good opening for stock buyer and coal dealer. Inquire of
N. H. HALDERMAN, Mt. Carroll, Ill.

FOR SALE.

One 72-inchx16-foot boiler.
Two 66-inchx18-foot boilers.
One 18-inchx24-inch Automatic Engine.
One 42-foot, 60-ton Buffalo Track Scale.
One 24-inchx54-inch Vilter Corliss Engine.
STEPHENS & TYLER, 1505 Monadnock Bldg., Chicago.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATOR WANTED.

Wanted, elevator in good corn territory in Illinois, doing good business. Address, with full particulars,
S., Box 11, care "American Elevator and Grain Trade," Chicago, Ill.

NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to
N. S. BEALE, Tama, Iowa.

WANTED.

Wanted, old engines, boilers and scrap iron. For sale, complete power plants. We can rebore your cylinder and valve seats right in their position. Address
FISHER MACHINE WORKS, Machinists and Engineers, Leavenworth, Kan.

DESK DATING STAMP.

We have a little novelty in the form of a desk dating stamp, which is a handy contrivance that will last for seven years. Any dealer desiring one will receive it on sending 15 cents in stamps to pay cost of sending. Address

JOHNSON & FIELD MFG. CO., Racine, Wis.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

ROOFING AND SIDING.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

SYKES STEEL ROOFING CO.,

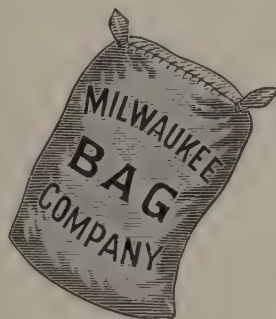
611 So. Morgan Street, CHICAGO.

Eastern Works: NILES, OHIO.



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of
Corrugated Iron and Metal Roofing for Grain Elevators,

And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.



SEAMLESS COTTON GRAIN BAGS,

Jute Grain Bags,
Seed Bags,

SECOND-HAND BAGS.

No. 1 Menomonee Street, MILWAUKEE, WIS.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

E. R. Ulrich & Sons, SHIPPERS OF WESTERN GRAIN,

Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators along the lines of the following railroads in Central Illinois: Wabash; Chicago & Alton; I. C.; C. P. & St. L. and Pawnee.

Main Office, 6th Floor, Illinois National Bank Building.

SPRINGFIELD, ILLINOIS.

Write for prices delivered.

No Wheat For Sale.

C. A. FOSTER,

CARNEGIE, PA.
ESTABLISHED 1878.

Wholesale Grain, Hay and Mill Feed.

CONSIGNMENTS SOLICITED.

Reference: Freehold Bank, Pittsburg, Pa.
First Nat'l Bank, Carnegie, Pa.

LONG DISTANCE PHONE: CARNEGIE, PA., No. 6.

T. P. Baxter, President. F. A. Roennigke, Secretary.
James Parrott, Vice-Pres't. Trave Elmore, Treasurer.

PARROTT-BAXTER GRAIN CO.

COMMISSION,

GRAIN, HAY AND SEEDS.

414 Chamber of Commerce.

ST. LOUIS.

L. F. Miller & Sons,

RECEIVERS AND SHIPPERS OF

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

Special attention given to the handling of Corn and Oats

References: { Manufacturers' National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.

GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct.

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

5555
CAR LOTS
IN LARGE
QUANTITIES
A SPECIALTY
5555

BELL TELEPHONE No. 100.

HARTLEY GRAIN CO.

Wholesale Grain Merchants

GOODLAND, IND.

COMMISSION CARDS.CHAMBER OF COMMERCE,
DETROIT, MICH.MERCHANTS' EXCHANGE,
DECATUR, ILL.**BURKS GRAIN & ELEVATOR CO.,**

SUCCESSORS TO C. A. BURKS & CO.,

GRAIN AND MILL FEED.MEMBERS OF { Detroit Board of Trade.
Illinois Grain Dealers' Association.
Patronage of Regular Grain Dealers Solicited.

ESTABLISHED 1876.

W. A. RUNDELL & CO.,**GRAIN AND SEEDS,**

SPOT AND FUTURES.

CONSIGNMENTS and FUTURES given special
attention.Ask for our "Daily Market Letter and Track Bids."
Correspondence requested.

33 Produce Exchange, - TOLEDO, OHIO.

Thos. H. Botts & Co.FLOUR, GRAIN AND GENERAL
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Milwaukee, Wis.Careful attention given to orders from Brewers, Maltsters and
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GRAIN RECEIVERS.

Consignments Solicited.

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Members Merchants' Exchange. Warehouse Capacity, 250 Cars.

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CAPACITY, 300,000 BUSHELS.

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If you appreciate Honest Work, Good Treatment and
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We make good sales.

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Careful attention given Cash and Futures.

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100,000 bushels. We are always in the market for corn, and
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certify same. None but thorough experts employed.**SETH CATLIN,****GRAIN EXAMINER AND SAMPLER.**

Office, 423 Rialto Building, CHICAGO.

I have had twenty years' experience as a Seaboard Inspector
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Make all drafts on Main Office.

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Consignments and future orders intrusted to us will receive the best attention.

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In charge of cash grain department.

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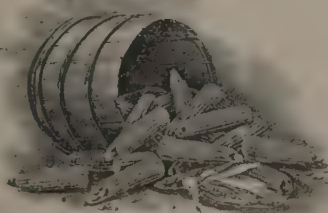
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Write for my Daily Market Letter

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Grain, Provisions, Hay and Seeds

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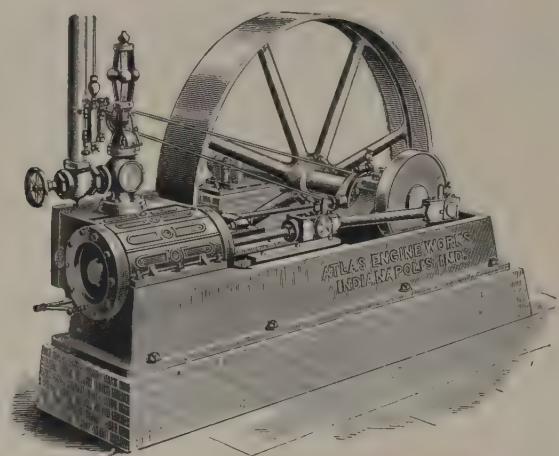
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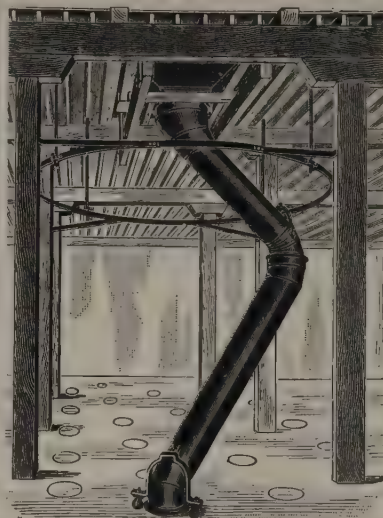
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CASH GRAIN DEPARTMENT

An Up-to-Date Elevator Power Plant.



The machinery in the Hartley Grain Co.'s new elevator at Goodland, Ind., described on page 219 in this issue, is driven by an Atlas Side-Crank Engine, built by the Atlas Engine Works, Indianapolis, Ind. It is controlled by a throttling governor and designed to develop 160 horsepower at maximum speed, but it has already carried loads in excess of this figure with ease. The Hartley Grain Co. has used Atlas Engines in its other elevators for some years and finds them economical and reliable, while their extreme simplicity of construction makes their proper handling an easy matter. Steam is furnished by two Atlas Horizontal Tubular Boilers, rated at 85 horsepower each, designed for 100 pounds' pressure and successfully tested at 150 pounds. They are fitted with steel tubes and the shells are of the best flange steel, guaranteed to turn down double cold without fracture, and all longitudinal seams are double riveted. In both engine and boilers the materials and workmanship throughout are high grade and the power plant fits in well with the up-to-date equipment of this elevator.



TROLLEY SPOUT.



STANDARD SPOUT.

D. A. ROBINSON'S

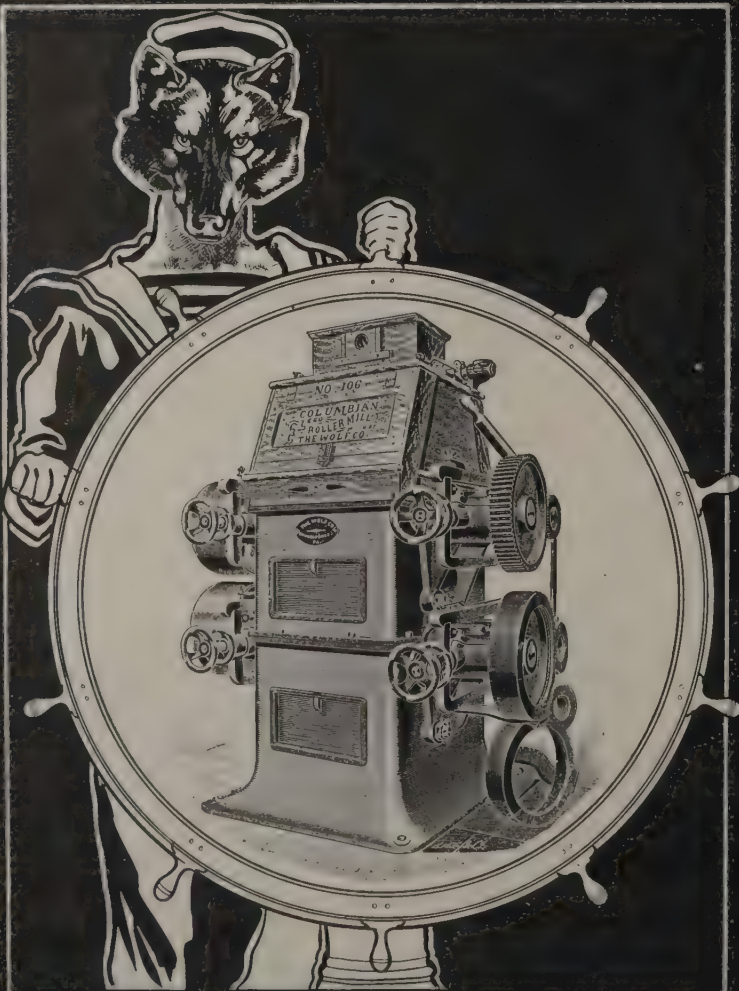
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GRADE. Perfectly Protects Metal Work of Grain Elevators **COLORS.**
from Corrosion for Years.

Write us for Information as to its Covering Capacity, Appearance and Durability on Elevator Buildings of the Kentucky Public Elevator Co., of Louisville, Ky., Pennsylvania R. R. Co., Jersey City, N. J., and Interior Elevator Co., Minneapolis, Minn.

JOSEPH DIXON CRUCIBLE CO., JERSEY CITY, N. J., U. S. A.



Take the Right Course...

Any and all machines made by the Wolf Company can be trusted. They are designed by practical men who understand the requirements of the trade and how best to meet them. Skilled, experienced mechanics and the best materials insure a durable and perfect form of construction.

The machine illustrated is the Columbian Corn and Feed Mill. It is simple in construction and operation—so simple is it in operation that the employment of skilled labor is unnecessary.

The "Columbian" is furnished either as a Four-Roll or Six-Roll Mill.

The Four-Roll Mill is easily convertible into a Six-Roll Mill.

SEND FOR DESCRIPTIVE CIRCULAR.

THE WOLF COMPANY

MODERN MILL BUILDERS

Chambersburg, Pa.

SEE THOSE PULLEYS?

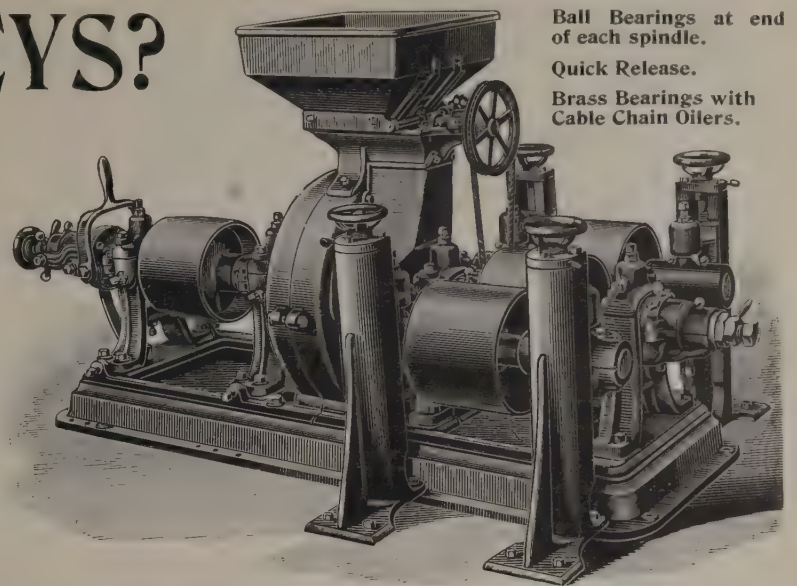
They are only two idlers, but they are provided with long bearings with chain self-oiling boxes, the same as the main bearings of the mill. They permit both running heads to be driven with open belts. They make it easier to install the mill; the belt wears longer and gives better satisfaction. An endless instead of a laced belt can be used, as the adjusting posts have a take up of 10 to 16 inches. They can be readily changed to the other end, thus reversing the motion when the grinding plates become dull. This is a very valuable feature, and yet this is only one of many to be found on the

MONARCH ATTRITION MILL.

Samples of work done on this mill cheerfully furnished.

SPROUT, WALDRON & CO.

P. O. BOX 0, MUNCY, PA.



Ball Bearings at end of each spindle.
Quick Release.
Brass Bearings with Cable Chain Oilers.

GRAIN PURIFYING

Is coming to be a recognized necessity—as much so as grading, cleaning and clipping. At present the field presents an almost unlimited opportunity for making money because of the limited competition. ♪ ♪ ♪ ♪ ♪

We own and have the exclusive patent right on the only grain purifier on the market, Patented October 26, 1897.

Our patent covers a process of PURIFYING ALL KINDS OF GRAIN, which will improve the quality by removing all impurities, such as smut, must and mold odors, and remove in part or whole any unnatural stain or discoloration without affecting the original state of grain, either in color or otherwise, as matured before cutting. ♪ ♪ ♪

We sell you the right to erect and use this purifying process, furnishing you blue prints and plans, or a man to oversee the erection as may be desired. ♪ ♪ ♪ ♪ ♪

Don't hold off because you don't understand the advantages of our purification system. Write us and we will give you the fullest information. ♪ ♪ ♪ ♪ ♪

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Kentland, Ind. Davenport, Iowa.

The American Grain Purifier Constructing Co.

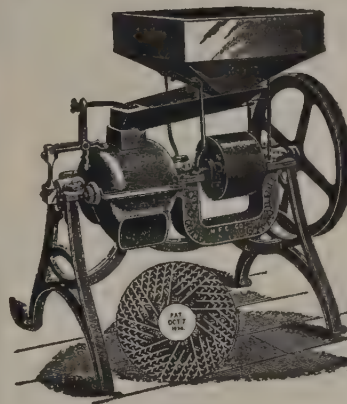
PAID-UP CAPITAL, \$250,000.00
♪ ♪ ♪ INCORPORATED ♪ ♪ ♪

KENTLAND, INDIANA, or DAVENPORT, IOWA

THE CROWN POINT GRINDING MILL.

The Best on Earth

For Fine Grinding and Easy Running.



They are all equipped with our Patent Self-Sharpening Burrs, which were awarded First Prize and Medal at the World's Columbian Exposition.

Do not dull when running together.

Grinds OATS perfectly fine and all grain, damp and dry.

No heating of grain; no lost motion.

You cannot afford to be without one.

Send for Descriptive Circulars.

CROWN POINT MFG. CO.,

WORKS: Crown Point, Indiana.

OFFICE: St. John, Indiana.

Rubber Elevator Belting

THE BEST

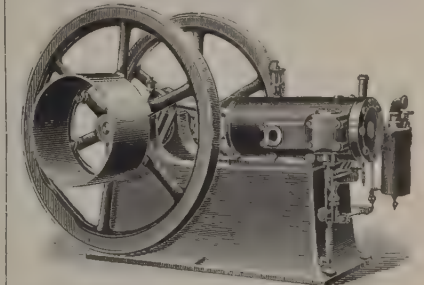
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Boston Woven Hose & Rubber Co.,

185-187 LAKE STREET, CHICAGO.

LEWIS GAS ENGINE.

Gold Medal, World's Fair, 1893.
Two Gold Medals, Omaha, 1899.



EASY TO START. ALWAYS RELIABLE.
Thousands of Testimonials.

Adapted to all purposes where power is required.

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Sole Makers, BELOIT, WIS.

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NEW STEEL FIREPROOF ELEVATOR AT BUFFALO, N. Y.
MACDONALD'S PATENT STORAGE BINS



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BUILDERS OF

GRAIN ELEVATORS

*In wood, steel or combination materials.
Any capacity from 5,000 bushels up.*

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*Plans and Specifications on Short Notice.
Grain Handling Machinery. . .*

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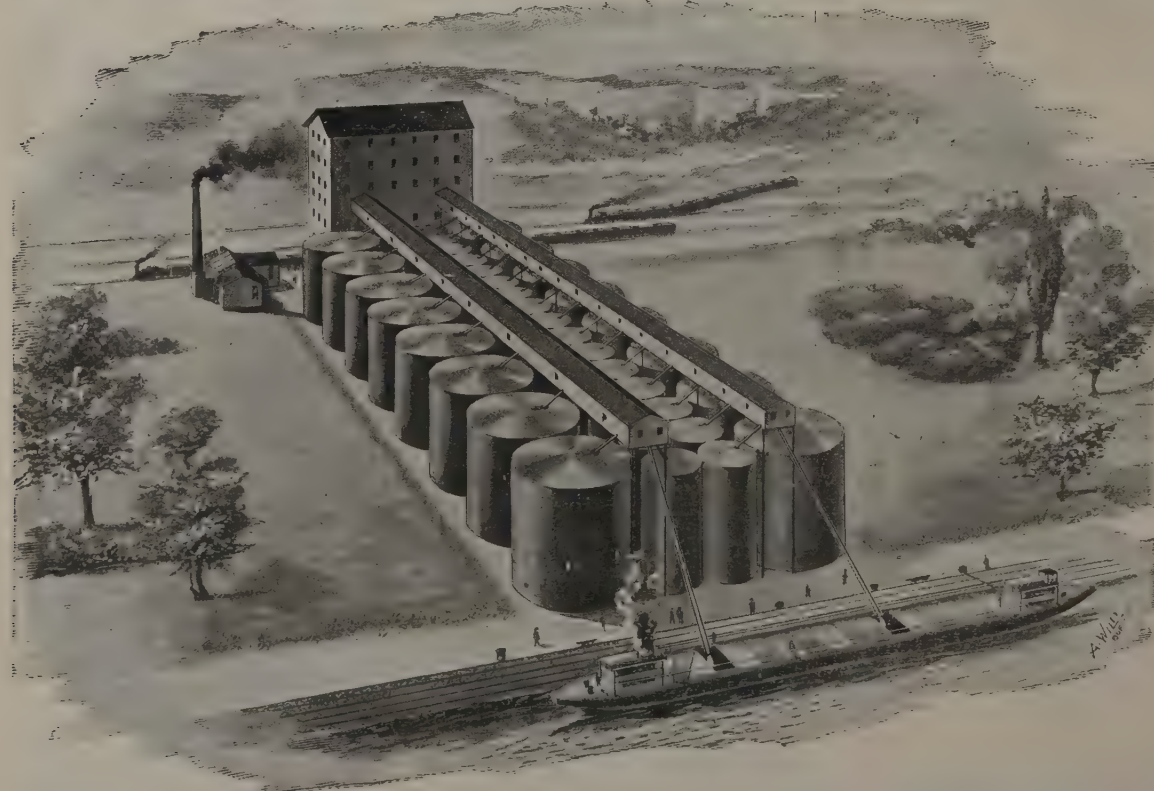
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Contractors, Designers and Builders of Grain Elevators.

Write us for ideas and estimates.

Manufacturers' Agents and Jobbers of Elevator and Power Transmission
Machinery and Supplies.

STEEL STORAGE & ELEVATOR CONS. CO.



CANADIAN PACIFIC RAILWAY CO.'S STEEL ELEVATOR, FORT WILLIAM, CANADA, 1,500,000 BUSHELS.

FIRST IN THE FIELD,
ALWAYS IN THE LEAD.

WE DESIGN AND BUILD COMPLETE

FIREPROOF STEEL ELEVATORS

TO MEET ALL REQUIREMENTS.

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INVESTIGATE OUR

**PNEUMATIC CONVEYING
SYSTEM.**

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SUCCESSORS TO J. T. MOULTON & SON,

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We also contract to build complete all kinds of heavy structures, such as Docks, Packing Houses, Public Buildings, Stock Yards, Etc., Etc.



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Have proven superior to all others built last season. They contain more new features than any others now being built. Write us for special design.

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MINNESOTA ELEVATOR CO., Wilno, Minn.	25,000
MINNESOTA ELEVATOR CO., Hendricks, Minn.	25,000
MINNESOTA ELEVATOR CO., Astoria, S. D.	25,000
EXCHANGE ELEVATOR CO., Bird Island, Minn.	20,000
SPALDING BROS., Wanda, Minn.	25,000
K. KREUGER, West Brook, Minn.	25,000
CROWN ELEVATOR CO., Batavia, Minn.	25,000
CROWN ELEVATOR CO., Hickson, N. D.	25,000
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SLEEPY EYE MILLING CO., Arcola, Minn.	20,000
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SLEEPY EYE MILLING CO., Astoria, S. D.	20,000
SLEEPY EYE MILLING CO., Morgan, Minn.	20,000
JENNISON BROS. & CO., Arcola, Minn.	20,000
JENNISON BROS. & CO., Hendricks, Minn.	20,000
SPRINGFIELD ROLLER MILL CO., Wilno, Minn.	20,000
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Grand Trunk Elevator, Portland, Me.	1,000,000
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J. R. Booth Elevator, Parry Sound, Canada	1,000,000
Cleveland Elevator Company's Elevator, Cleveland, Ohio.	500,000
Erie R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hours
Manchester Ship Canal Co.'s Elevator, Manchester, England.	1,500,000
Burlington Elevator, Peoria, Ill.	500,000
Canada-Atlantic Railway Elevator, Coteau Landing, Que.	500,000
Northern Grain Co., Manitowoc, Wis.	1,400,000
Union Elevator, East St. Louis, Ill.	1,100,000
Chesapeake & Ohio Ry. Elevator, Newport News, Va.	1,000,000
Grand Trunk Ry. New Transfer House, Chicago.	1,000,000
Halliday Elevator Co.'s Elevator, Cairo, Ill.	500,000
Cleveland Grain Co.'s Elevator, Sheldon, Ill.	400,000

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RELIANCE MFG. CO.,

MANUFACTURERS OF THE RELIANCE GRAIN CLEANERS.

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Complete Equipments for Elevators and Mills,

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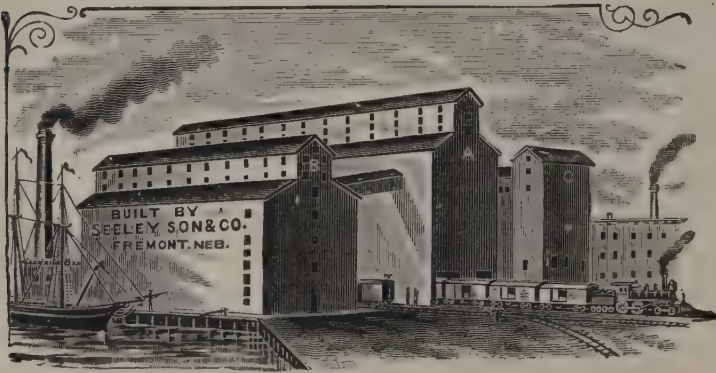
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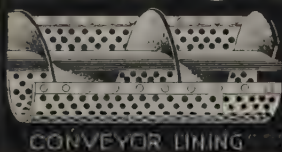
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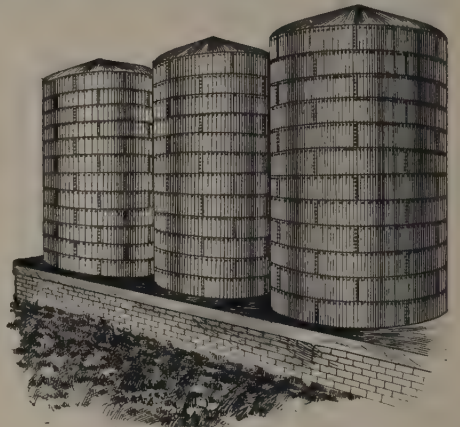
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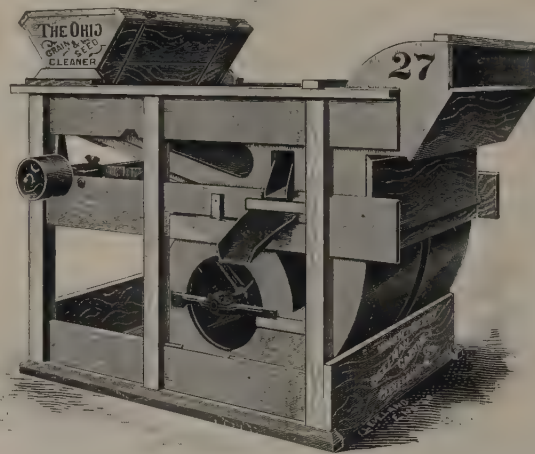
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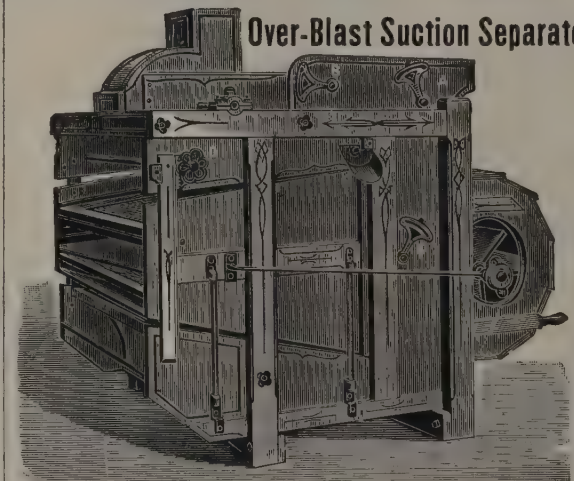
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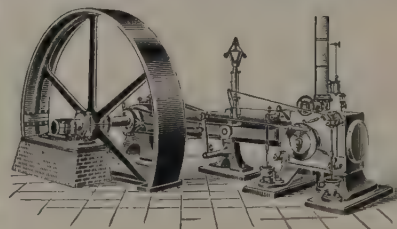
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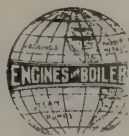
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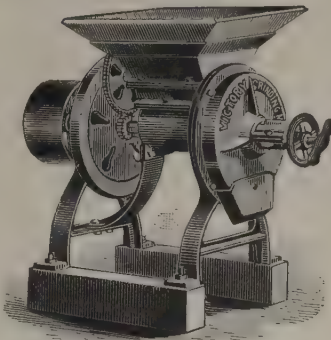


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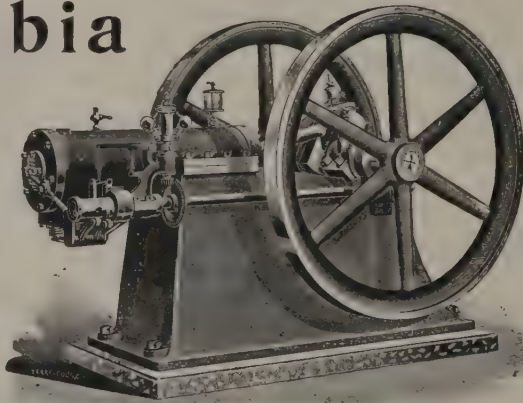
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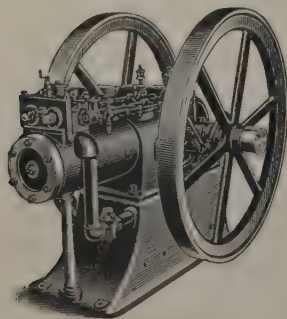
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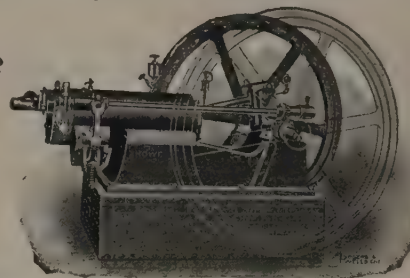
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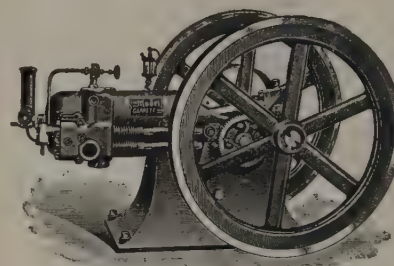
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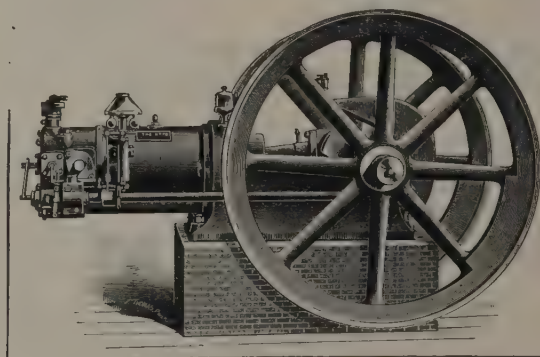
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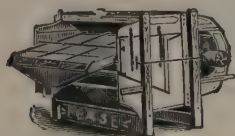
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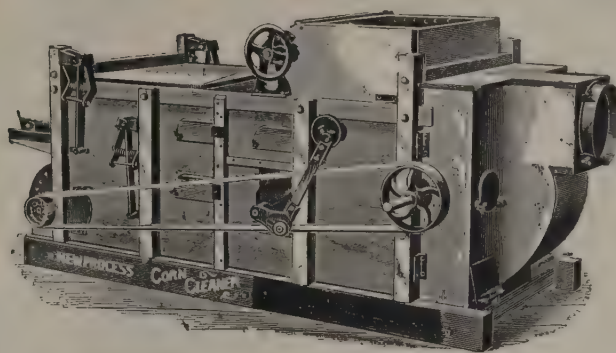
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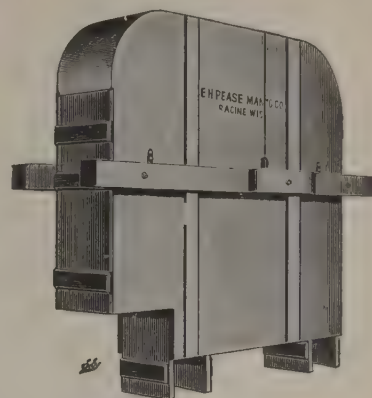
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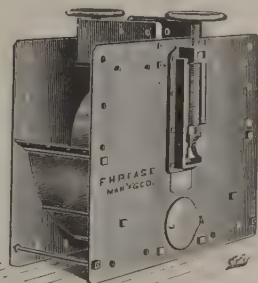
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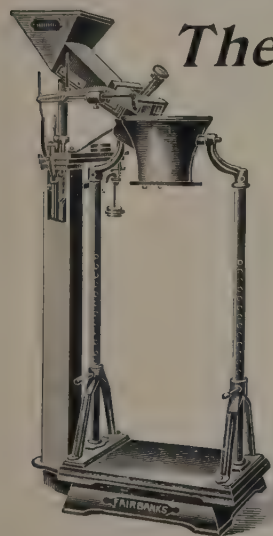
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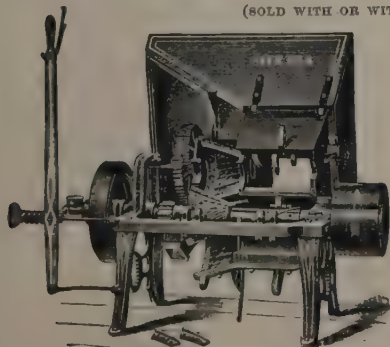
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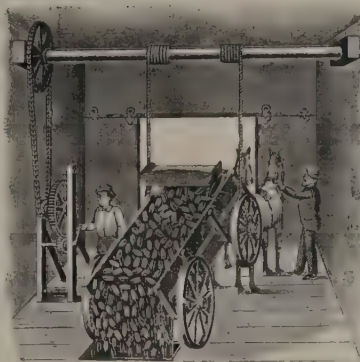
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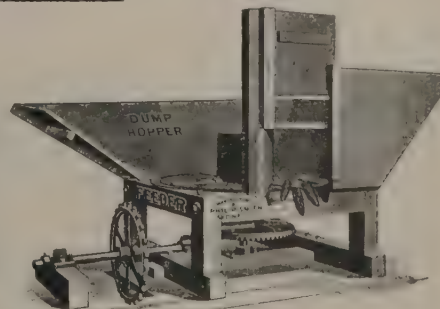
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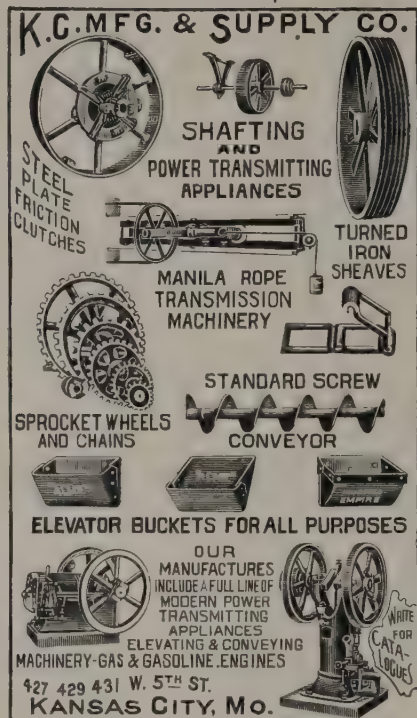


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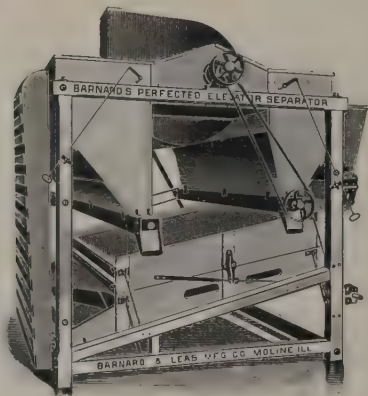
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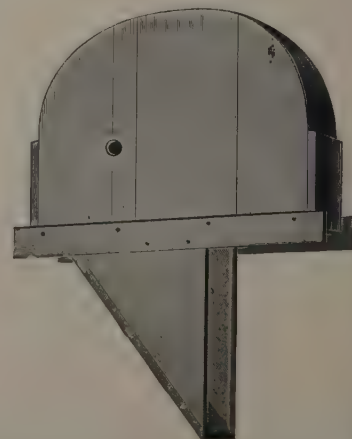
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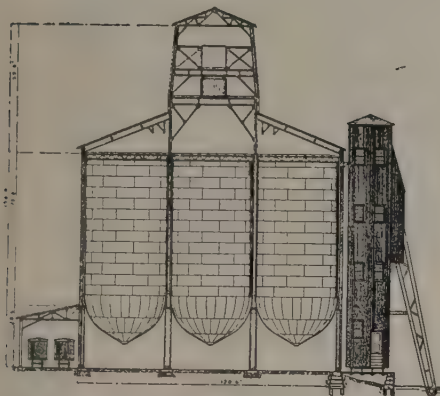
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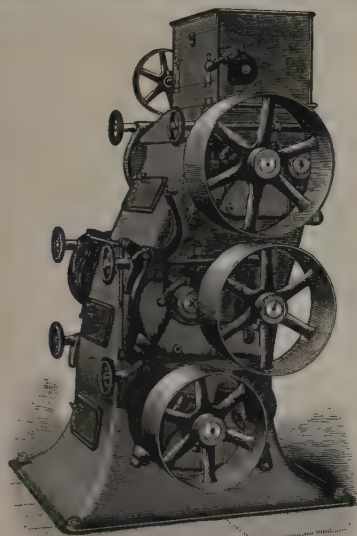
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UTILIZE YOUR POWER
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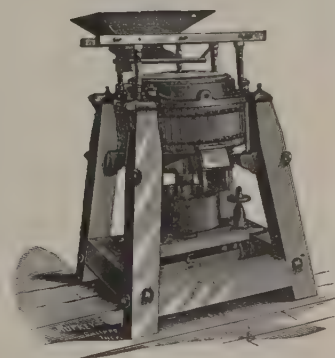
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THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.
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PORTABLE FRENCH BUHR MILLS,
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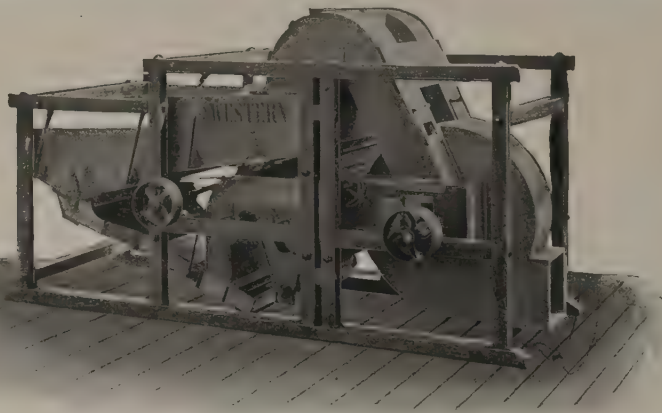
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Separates CORN from COBS and Cleans WHEAT and OATS
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Adjustable Screen.

Perfect
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Perfect Cleaning.

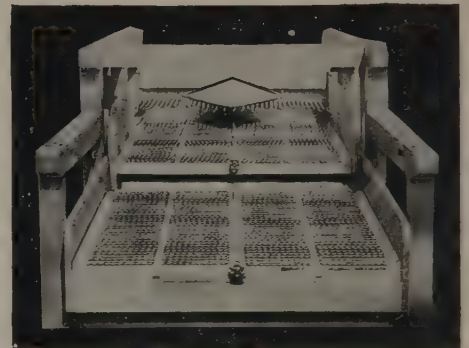
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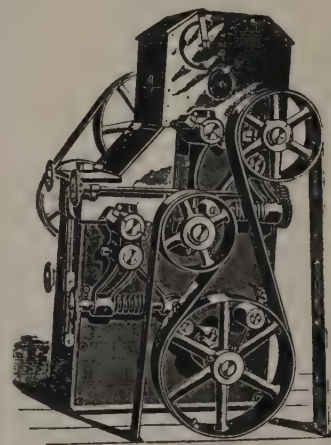
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Put one in your elevator and it will
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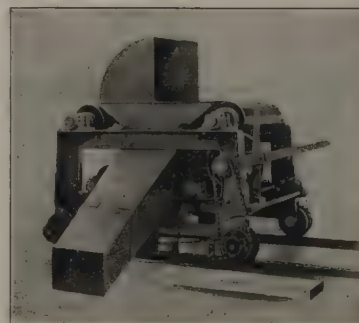
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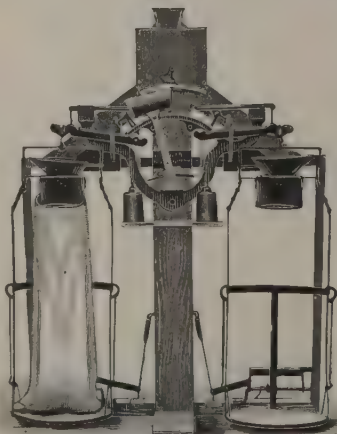
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MILLS AT NEW PRAGUE AND BLUE EARTH.
Daily Capacity 2,400 Barrels.

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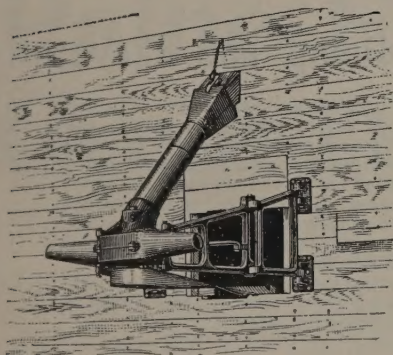
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Guaranteed to load shelled corn, wheat, oats or rye from 2,500 to 3,000 bushels per hour, with but very little power required to operate.

Will not crack or grind the grain.

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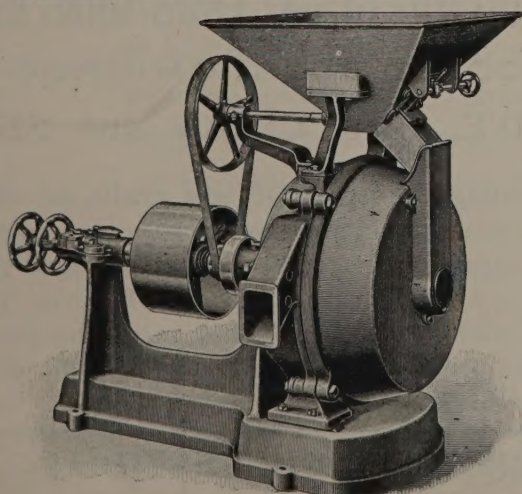
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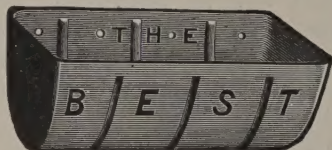
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THE ONLY PERFECT SPIRAL
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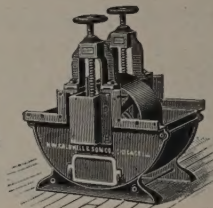
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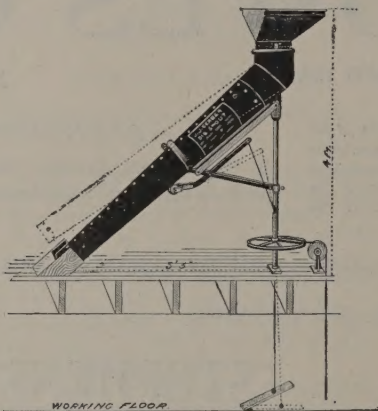
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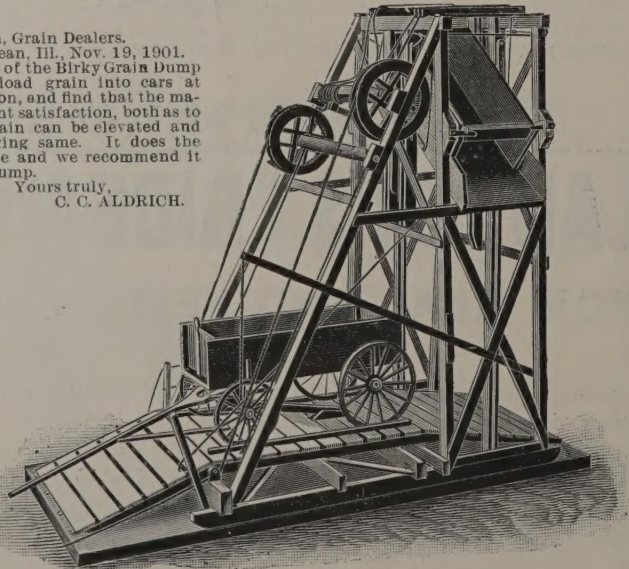
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the ease in managing same. It does the
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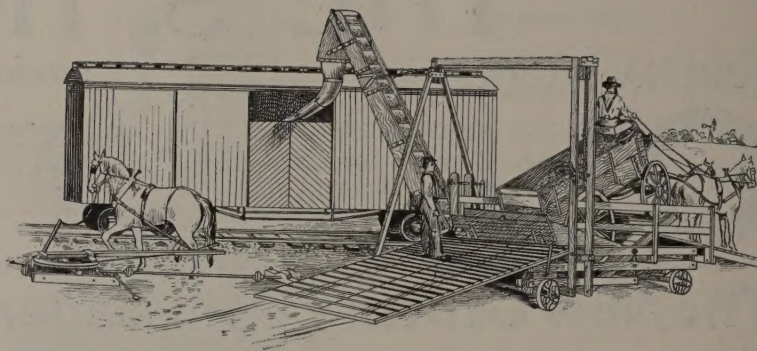
Yours truly,
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Try my Dump and Elevator and if not
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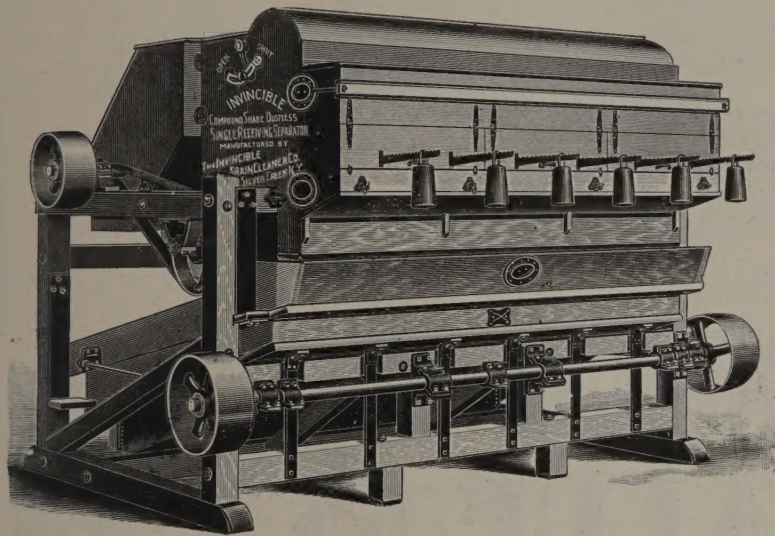
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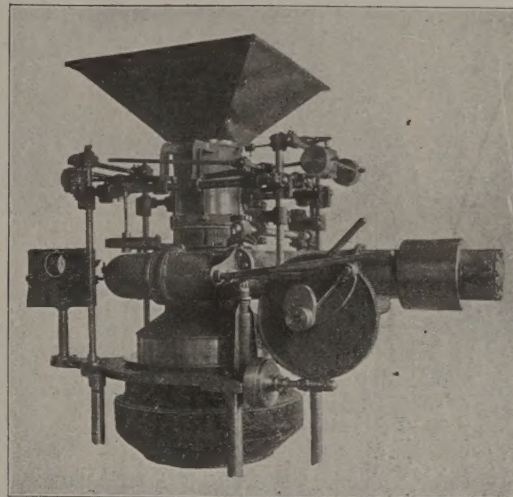
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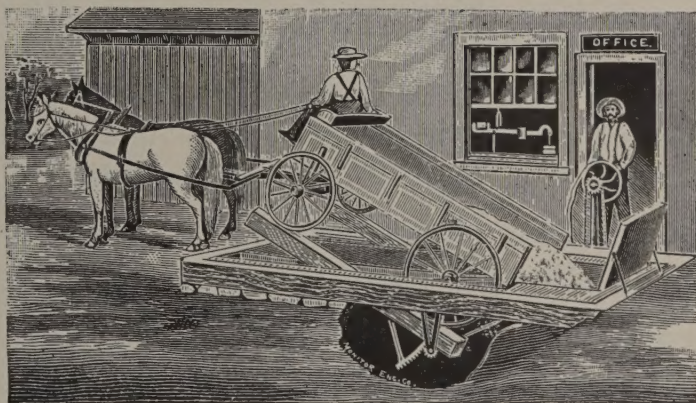
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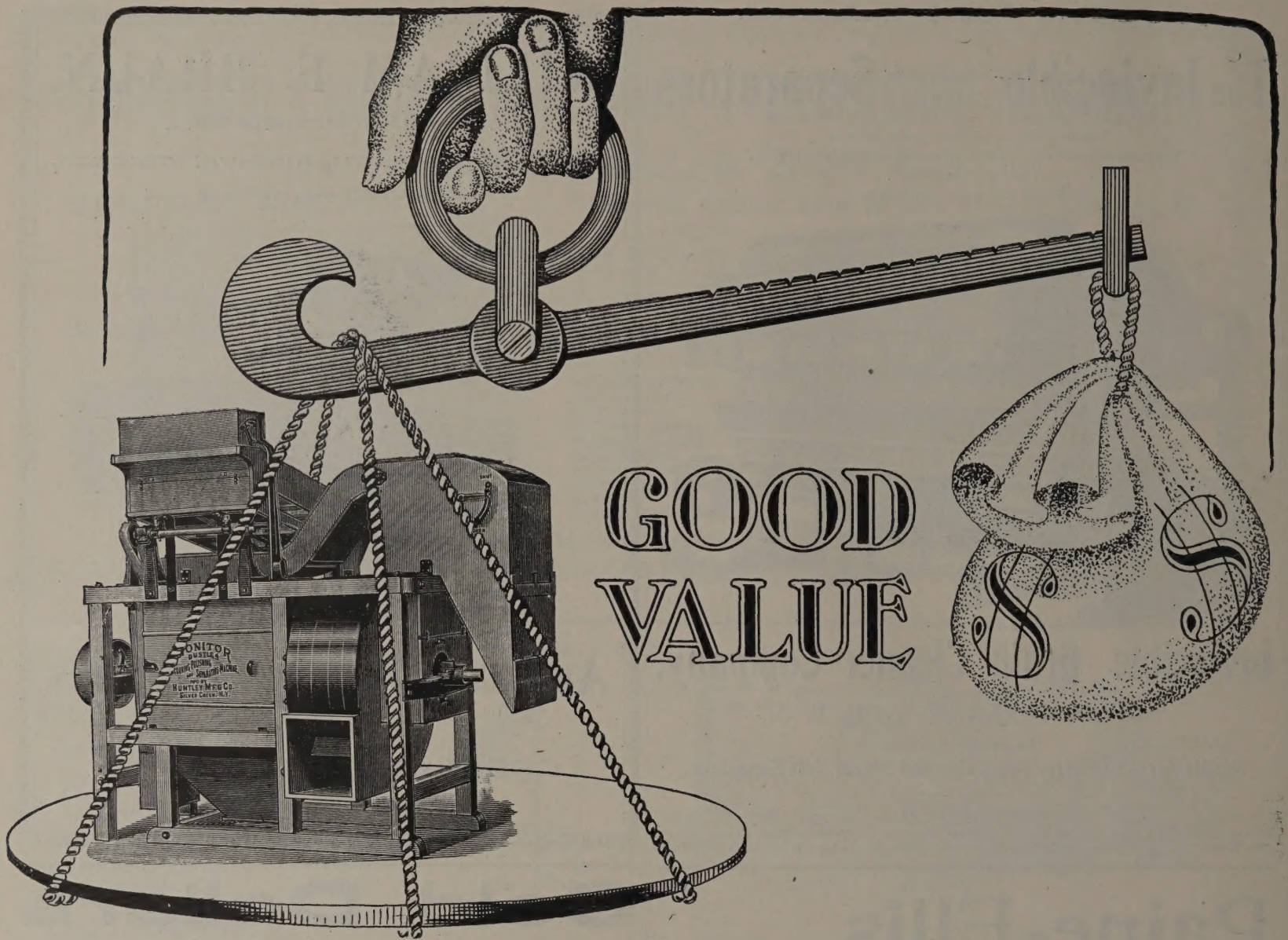
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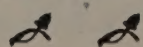
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